



FUJIMATSU VILLAGE

500 S. JACKSON STREET _ COMMUNITY BRIEFING #01

05.06.22

DA LI FUJIMATSU LLC

WEBER THOMPSON

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FUJIMATSU MORIGUCHI IN FRONT OF UWAJIMAYA
APPROX. 1950

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GOALS FOR THE BRIEFING

Today the goal of our first briefing is to familiarize the board with our team, introduce the site and its history, and explore the challenges and unique opportunities. We will present some early conceptual massing studies for your guidance, which we will refine for the following meeting. We will present our extensive community outreach plans and David Della will present early feedback in future meetings. The graphics presented today will evolve and develop over time, but the key concepts presented will form the foundation for us to build upon as the project moves forward.

The major elements we would like the board to review and provide guidance for today are:

- The overall response to the contextual massing, topography, and zoning standards that define the site
- The siting and location of the tower and its relationship to its surroundings
- Access strategy and major programming elements
- The ground level relationships and setbacks employed as the basis for design studies moving forward

PROJECT VISION AND GOALS

VISIONING STATEMENT

Owned by Tomio Moriguchi since the late 1990s, the vision for this site has evolved over the years. A variety of retail, hotel, and residential mixes have been studied, culminating in a concept that reflects the future of the neighborhood, and evokes its past.

The name Fujimatsu Village honors Tomio's father who emigrated from Japan in 1923 to Tacoma, where he founded Uwajimaya Shoten in 1928. After World War II, Fujimatsu moved his family to Seattle and re-established Uwajimaya. From there he grew the store into the community and regional staple that it is today. This project is to be a legacy project for the Moriguchi family.

To accomplish that goal, the team's primary mission is to revive the vibrancy and energy of the site. Restoring and renewing the area as pedestrian and transportation gateway will anchor it as a foundation for the neighborhood and draw for the entire region.

Retail and housing will be the backbone of the project. The residential tower will feature a mix of market rate and affordable housing that will act as a vertical community, but the real draw will be the flexible retail spaces that ground the project. This flexible retail provides the ability to house various sizes of retail spaces as the neighborhood grows and evolves. Replacing a surface lot with a bustling retail center and residential apartment tower will combine to create a center of activity. Unlike many towers elsewhere in the city, Fujimatsu Village proposes to bring the required residential amenity spaces closer to grade so that they aid the retail in bringing added activation to the streetscape. Hundreds of new residents and patrons of retail shops will bring eyes on the street, and with that, safety. This mix of use and density aims to restore the historic liveliness that once existed on the site.

The project also seeks to provide off street parking for the building residents and retail venues, but it will also support the neighborhood retail community. The neighborhood deserves more than the status quo, and the goal for the entire team is developing a legacy project for the neighborhood to enjoy for generations to come.



Vibrant community focused retail with setbacks for spillover will reinvigorate the area.



Moriguchi Family (Fujimatsu on left)



Tomio Moriguchi



Uwajimaya stores over the years

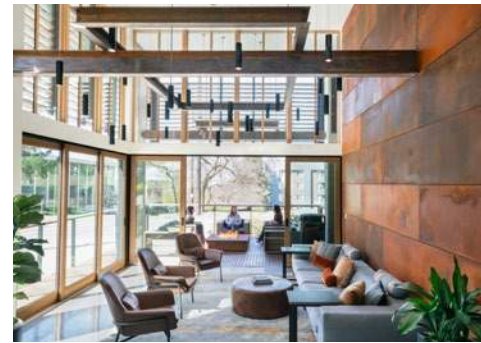
WEBER THOMPSON

ARCHITECTURE + INTERIOR DESIGN + LANDSCAPE ARCHITECTURE + URBAN DESIGN



ARCHITECTURE

Weber Thompson's Architecture Design Studio has a long history of creating places with strong community spirit and a unique identity that draws people in.



INTERIOR DESIGN

At our core, we believe that a well-designed space can be practical yet beautiful, modern yet timeless. We provide the technical chops to back up our designs, and we thrive when we can work collaboratively to develop creative design solutions.



LANDSCAPE ARCHITECTURE

We believe in landscapes of exceptional creativity and thoughtfulness that are sensitive to the earth and respond to the built world around us. We specialize in rooftops, streetscapes, urban outdoor environments and the responsible mitigation of stormwater.



URBAN DESIGN

Urban design allows us to do what we do best: to leverage the strengths of our internal and external team to create urban destinations created by built forms, and the spaces between them.

PRIMARY MARKETS



HIGH RISE

Weber Thompson is the most prolific residential high-rise design team in Seattle and the Pacific Northwest. Having created dozens of high-rises with thousands of units over the last 30 years, we know the formula to create a successful vertical community.



MID-RISE + WORKSPACE

Deep experience with the Seattle process has given us knowledge of the complexities and challenges of building mixed-use and multifamily buildings. We know what it really takes to create a market responsive, made-to-last, highly functional building that attracts residents and commercial tenants alike.



AFFORDABLE HOUSING

With all our housing projects, but our affordable projects in particular, we give special consideration to the many ways people live their lives. Our priority is to design homes that allow for flexibility, accessibility, and most importantly, dignity.

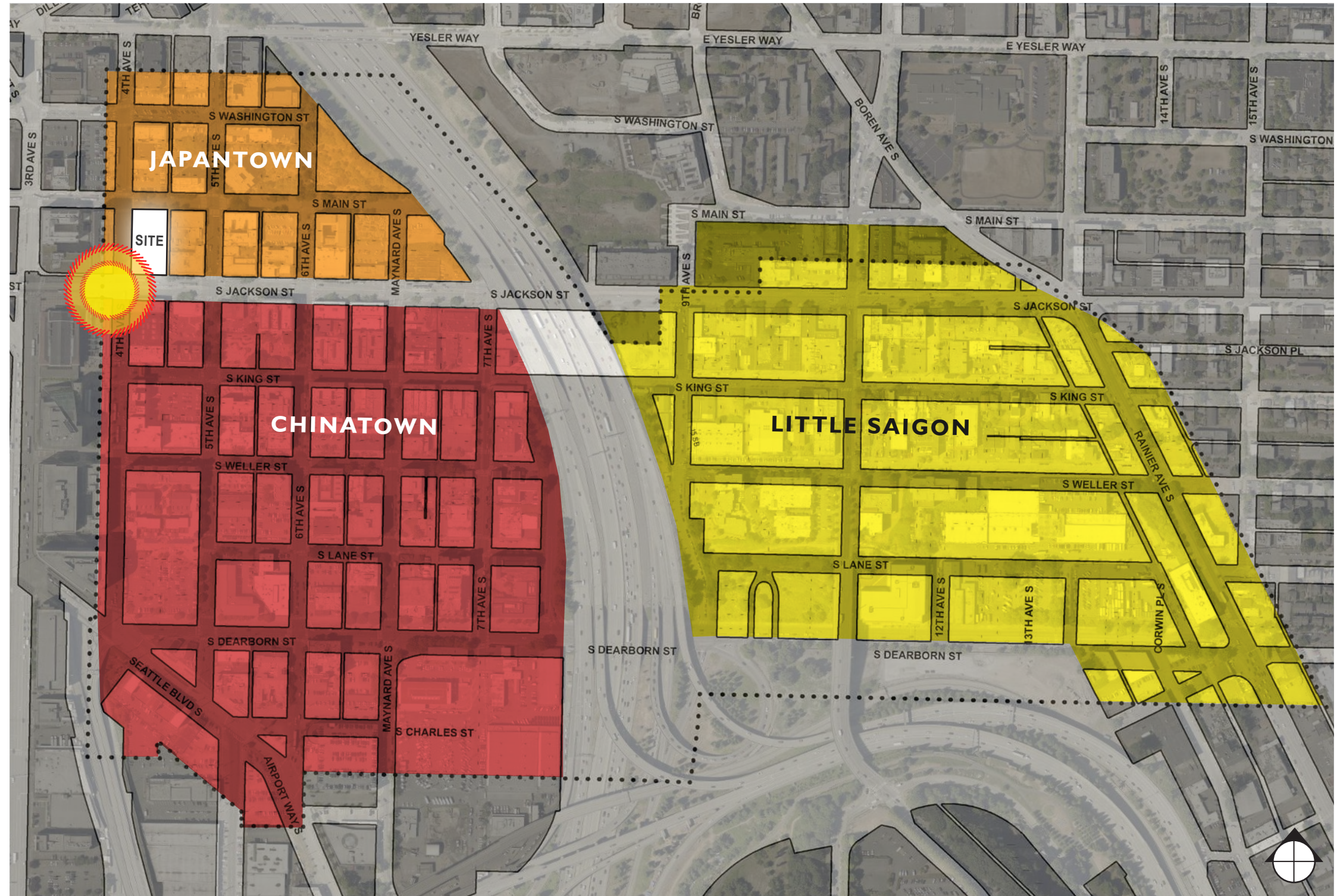
LOCATION IN THE NEIGHBORHOOD

GATEWAY TO THE CID

Fujimatsu Village is located at the NW corner of the Chinatown International District, at one of the key intersections and gateways into the neighborhood. The site is located at an important hub for transportation to and from the neighborhood, where bus, light rail and street cars converge and act as a regional hub for the entire area.

Located only a block from the original shoreline, the site has served many functions over the years. Its early industrial uses gave way to street lined retail and hotels through the 1950's, until it slowly began to devolve around automobile use, first as a gas station through the 90's and now just as surface parking.

The goal for the project is to revive the site's activity and serve as the gateway to the area that its location suggests.



CHINATOWN INTERNATIONAL DISTRICT BOUNDARY AND NEIGHBORHOODS

HISTORY OF THE SITE AND MORIGUCHI FAMILY

FROM 1851 TO TODAY

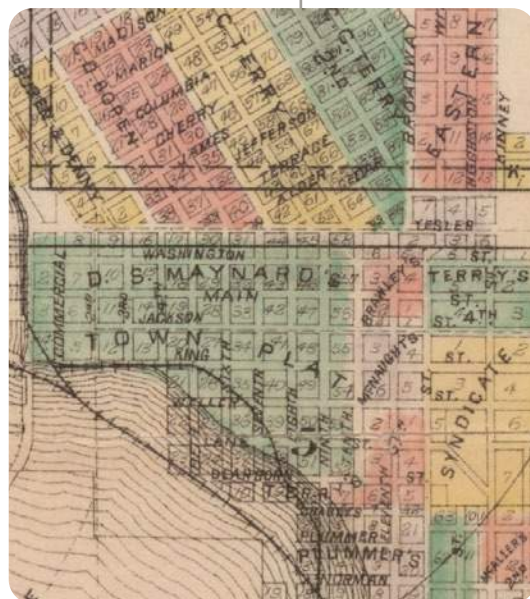
The following three pages provide a graphic timeline of the site, neighborhood and the Moriguchi family going back to the founding of the city. The site itself has transformed from the banks of Elliott Bay, to industrial, retail, hospitality, automotive and parking, and now has the opportunity to transform back into an active part of the community. The Moriguchi family has been a part of the area for nearly a century; their history is now intertwined with the neighborhood.

1860s



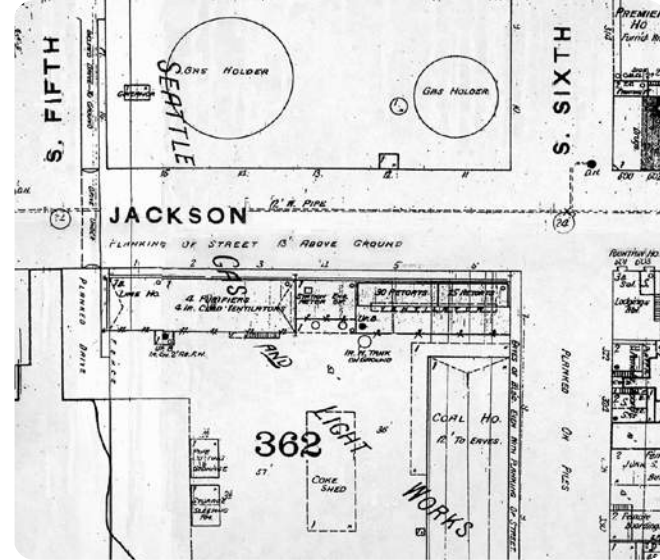
FIRST CHINESE IMMIGRANTS ARRIVE IN SEATTLE

1890



THE CORNER OF 5TH AND KING WAS ORIGINALLY IN THE TIDAL FLATS

1893



THE SOUTHERN PORTION OF THE SITE WAS OCCUPIED BY STORAGE TANKS FOR THE SEATTLE GAS AND LIGHT WORKS.

1905



A MIX OF COMMERCIAL BUILDINGS OCCUPY THE SITE

1906



KING STREET STATION COMPLETED

1907



JACKSON STREET REGRADE COMPLETED

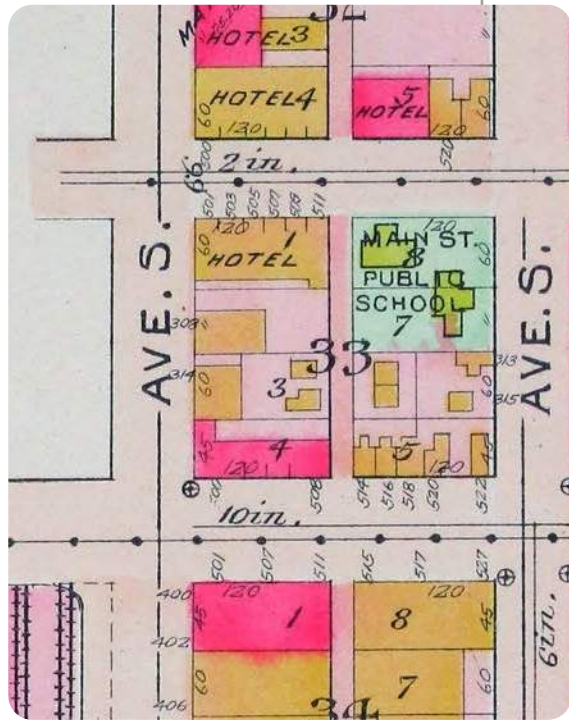
HISTORY OF THE SITE AND MORIGUCHI FAMILY

1911



UNION STATION COMPLETED

1912



A HOTEL ANCHORS THE NORTHERN PORTION OF THE SITE ALONG SOUTH MAIN STREET

1923



FUJIMATSU MORIGUCHI EMIGRATED TO TACOMA, WA AND WORKED AT THE MAIN FISH COMPANY ON MAIN STREET IN JAPANTOWN.

1925



TWO STORY RETAIL, SUCH AS A FLORIST SHOP AND JEWELRY STORE CREATE A RETAIL PRESENCE ON THE SOUTHERN PORTION OF THE SITE ALONG SOUTH JACKSON STREET

1928



FUJIMATSU RETURNED TO TACOMA AND OPENED UWAJIMAYA SHOTEN, THE PRECURSOR TO TODAY'S UWAJIMAYA.

1933



RETAIL CONTINUES TO ANCHOR THE SOUTHERN PORTION OF THE SITE ALONG SOUTH JACKSON STREET

HISTORY OF THE SITE AND MORIGUCHI FAMILY

1946



UWAJIMAYA EXHIBITED AT THE WORLD'S FAIR IN SEATTLE CENTER. TOMIO MORIGUCHI TOOK OVER THE FAMILY BUSINESS

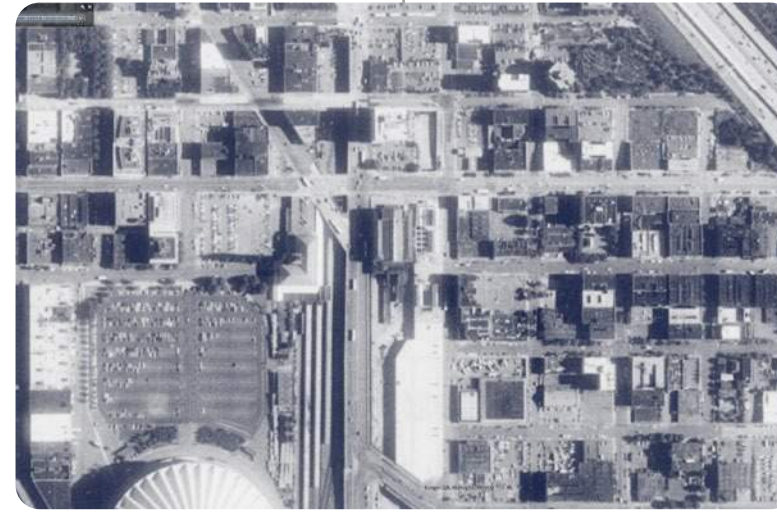
1962

1962 - 1967

1972

1973

1995



CONSTRUCTION OF THE KINGDOME IS STARTED AMIDST PROTESTS FROM INTERNATIONAL DISTRICT ACTIVISTS



LARGE URBAN VOIDS START TO FORM DUE TO BUILDINGS BEING DEMOLISHED. TOMIO MORIGUCHI PURCHASES 500 S JACKSON STREET SITE IN HOPES OF REVITALIZING THE NEIGHBORHOOD.



AFTER THE WAR ENDED, THE MORIGUCHI'S MOVED FROM TACOMA TO SEATTLE AND RE-OPENED UWAJIMAYA ON SOUTH MAIN STREET IN JAPANTOWN



CONSTRUCTION OF I-5 SPLITS THE CHINATOWN INTERNATIONAL DISTRICT IN TWO AND DISPLACES 15 CITY BLOCKS OF RESIDENTS AND RETAIL



NEW CONSTRUCTION SPURS THE CREATION OF THE ISRD BOARD TO PRESERVE, PROTECT, AND ENHANCE THE HISTORIC AND ARCHITECTURAL CHARACTER OF THE ISRD.

REGIONAL HUB

THE INTERSECTION OF A GROWING POLYCENTRIC HUB

The Chinatown International District sits at the intersection point of the new light rail network, bus routes and streetcar lines. With the growth of Bellevue and Redmond, the greater Seattle area is growing into a polycentric hub of interconnected cities that create a single larger network of businesses, residents and communities. This site sits at the intersection of that hub.



The Chinatown International District Station sits across 5th and Jackson from the site.



Chinatown International District will soon connect to the Eastside as part of ST-3



The First Hill streetcar with its station along South Jackson.



Major bus and vehicle routes intersect in the CID.



TRANSPORTATION ANALYSIS

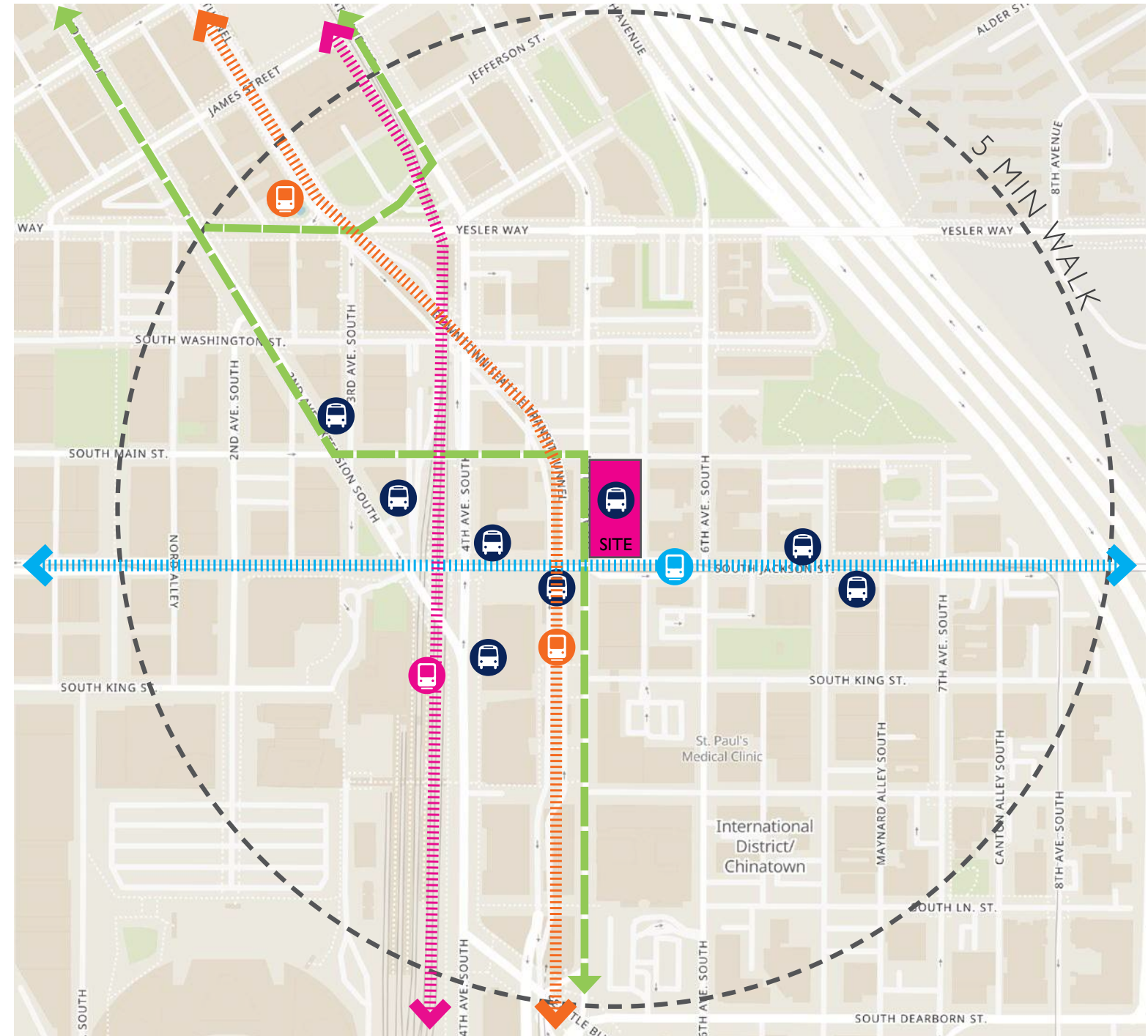
GATEWAY CORNER

S Jackson Street and 5th Ave S are very busy streets. There is a bus stop and bike lane along 5th Ave S directly in front of the site and the Streetcar runs along S Jackson Street. This provides a prominent spot for retail along the two street frontages. Commuters getting off at Union Station and the Chinatown/International District Light Rail Station are welcomed to the neighborhood and immediately greeted with active storefronts.





5th Ave bus stop in front of the site.

Union Station with the Streetcar passing on S Jackson Street.



Transportation Analysis

-  Bus Stop
-  Light Rail Station
-  Street Car Station
-  Commuter (Heavy) Rail Station
-  Underground Light Rail Lines
-  Street Car Lines
-  Commuter (Heavy) Rail Line
-  Major Bike Routes



NEIGHBORHOOD ENTRIES

GREEN STREET RESIDENTIAL ENTRIES

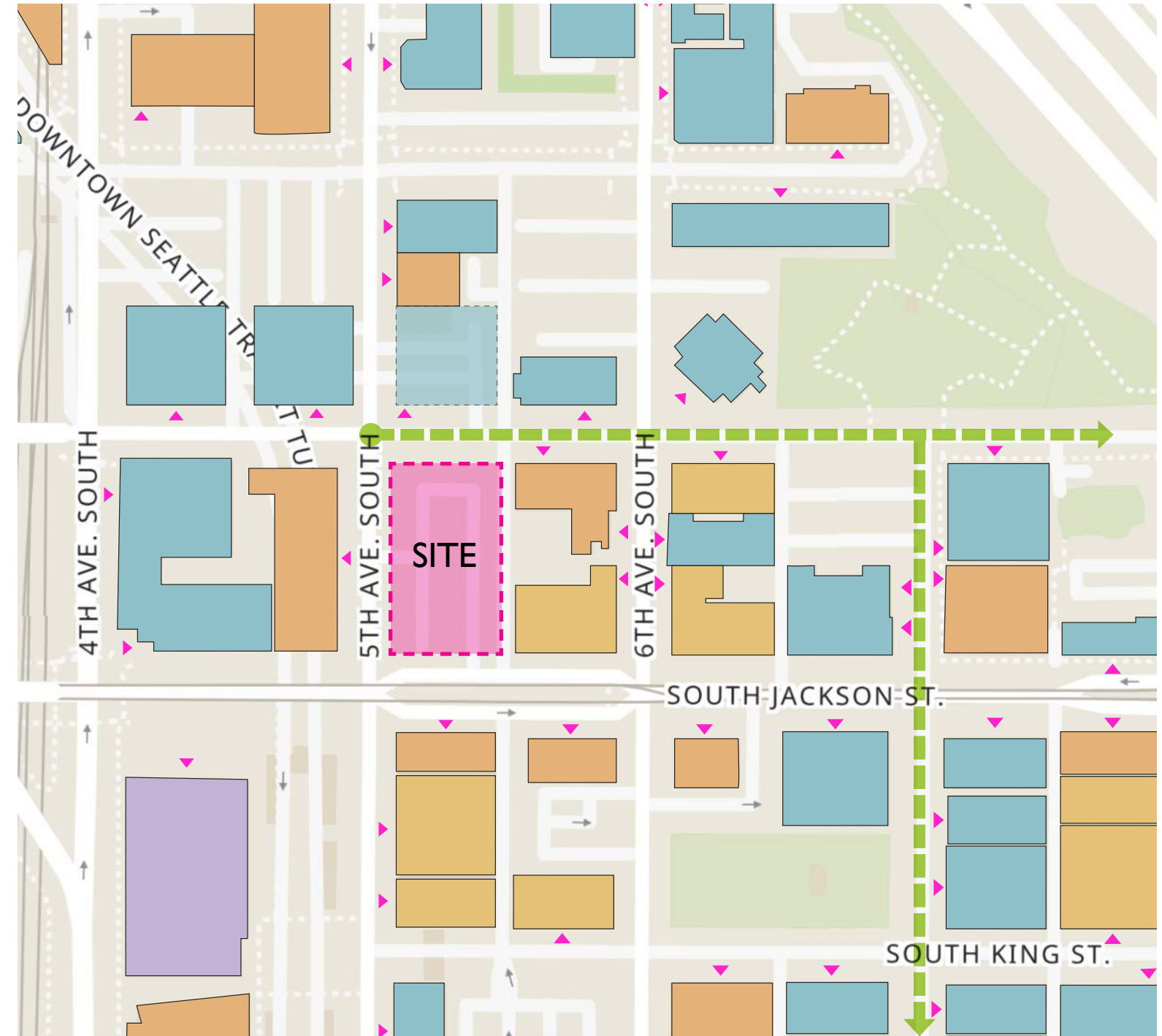
Green Street improvements along S Main Street and Maynard Ave S provide quiet entries points for residential communities.



Maynard Ave Green Street



Bioswales along Troll Ave N in Fremont



Surrounding Uses

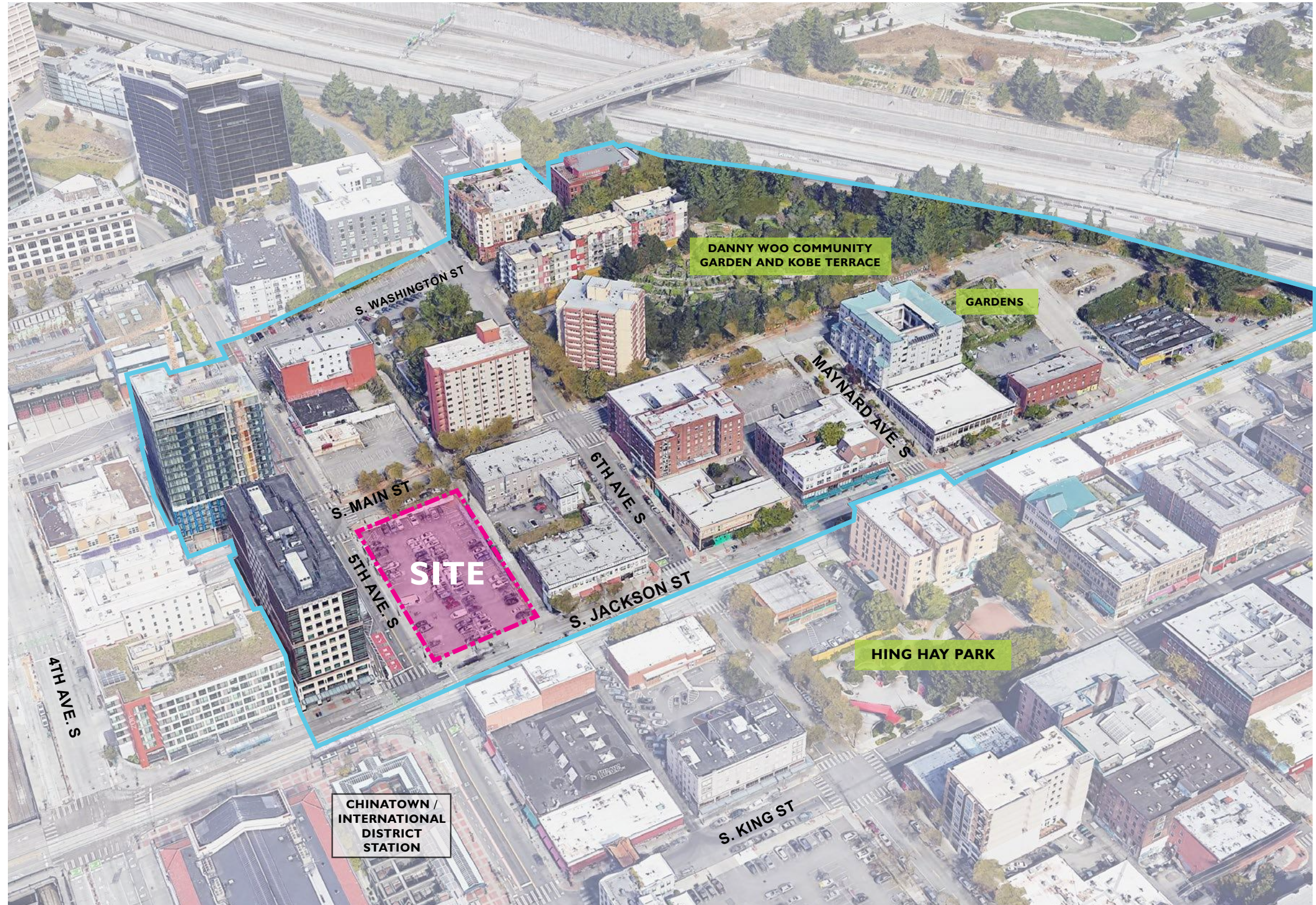
- Residential
- Retail / Mixed Commercial
- Office / Retail
- Transportation Infrastructure
- Main Building Entries
- Green Street



THE NEIGHBORHOOD

THE NIHONMACHI – JAPANTOWN

The Nihonmachi (Japantown) is located in the northwest corner of the Chinatown International District is a transition between downtown and the smaller scale structures found to the south of Jackson. This zone is envisioned as a residential-focused area with a mix of scales and heights which over the years have grown as the city on a whole grows. A mix of green streets and community gardens anchor the corners of the area and create a quieter streetscape along Main then Jackson. Small unique elements dot the streets and alleys along with a mix of retail shops, hotels and elements of its history.

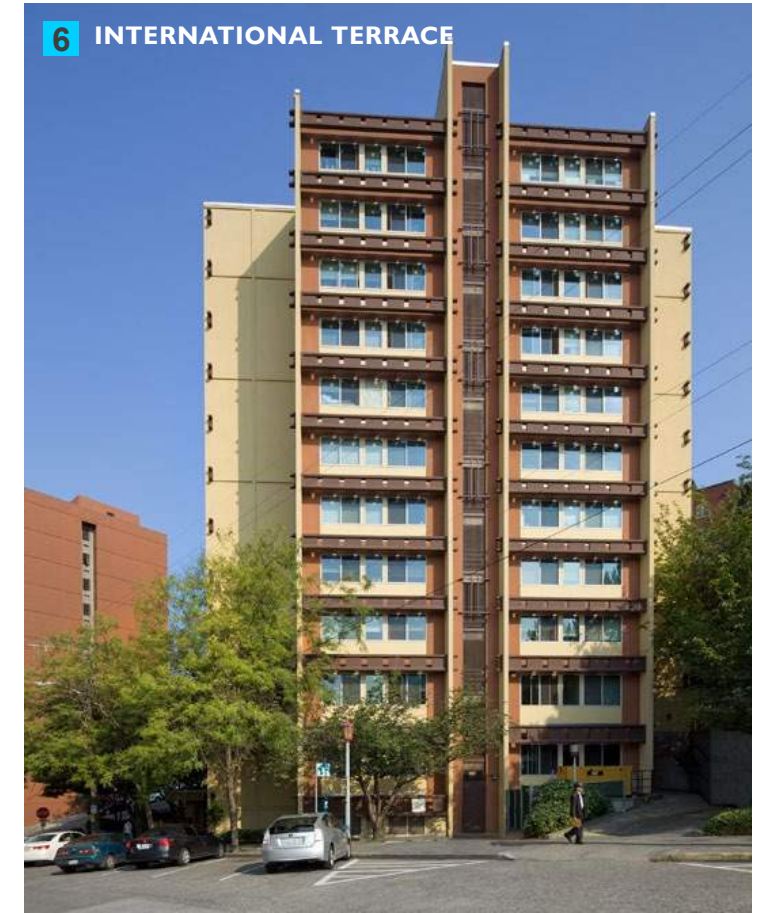
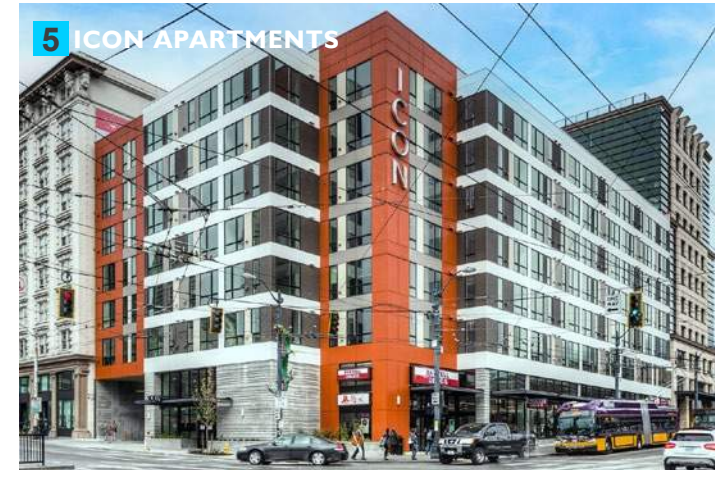


RECENT DEVELOPMENTS IN THE AREA

A walking tour and photo survey of the area looking at existing key buildings in the area.



Key Map of photo locations



COMMON CHARACTERISTICS

ORDERLY FACADES

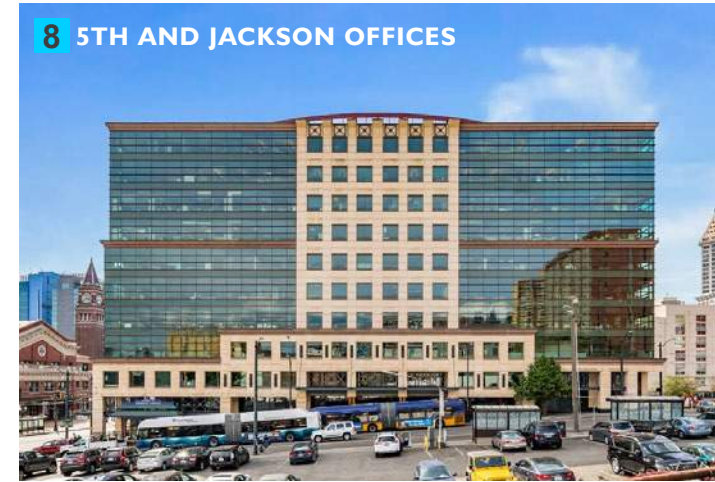
Traditional punched openings, aligned windows, and masonry window accents.

GROUND FLOOR RETAIL

Ground floor retail activates the sidewalk edge and most corners in the area, and the majority of building entries and lobbies are centrally located.

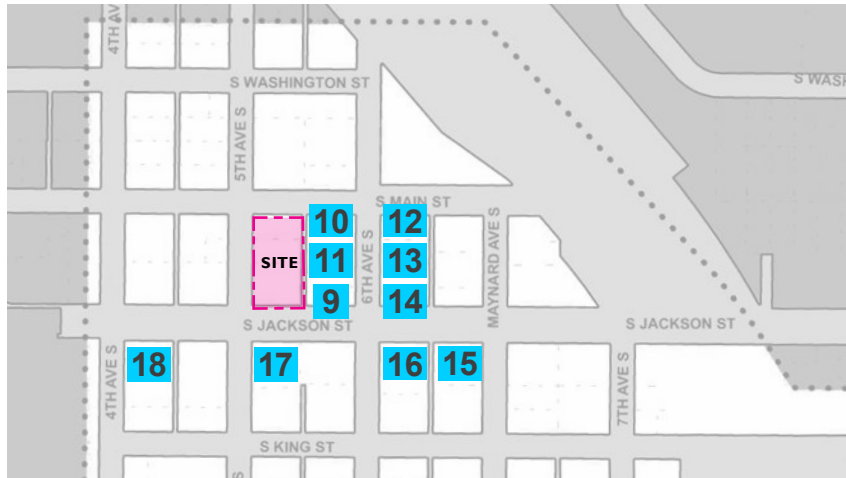
EARTHEN COLORS

Earthen colors help ground the buildings and create a cohesive neighborhood palette.

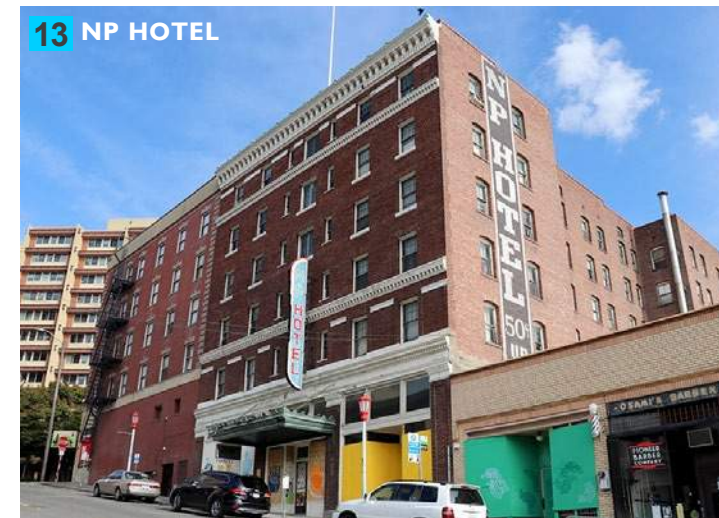


EXISTING BUILDINGS IN THE AREA

A walking tour and photo survey of the area looking at existing key buildings in the area.



Key Map of photo locations



COMMON CHARACTERISTICS

MASONRY MATERIALS

Earthen materials such as brick, stone, terra cotta and stucco are in keeping with the building materials of the period they were built.

VARYING STRUCTURAL HEIGHTS

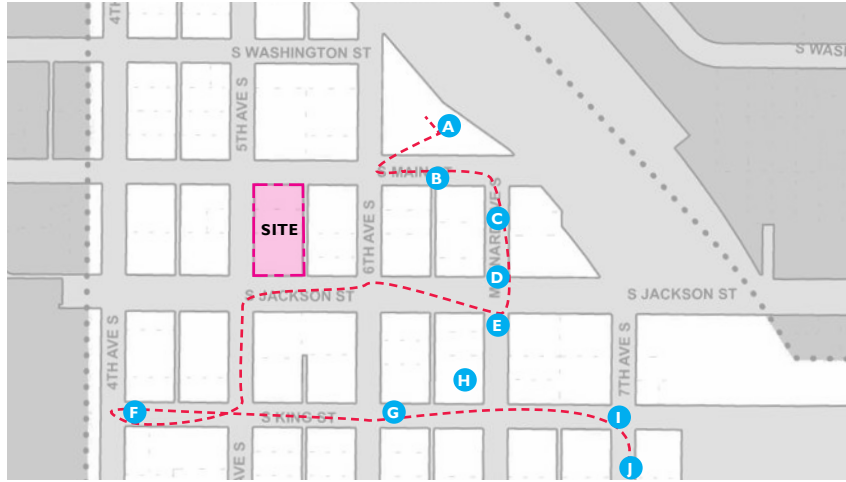
The lowrise structures range from two to seven stories, their adjacencies create a varying street frontage.

ORNATE CORNICES

While the facades and window openings are simple and orderly, finer detail is brought to the facade through decorated cornices, a typical practice of the time.

NEIGHBORHOOD CHARACTERISTICS & FEATURES

A walking tour and photo survey of the area, looking at existing conditions and points of interest in the area.



Key Map of photo locations

COMMON CHARACTERISTICS

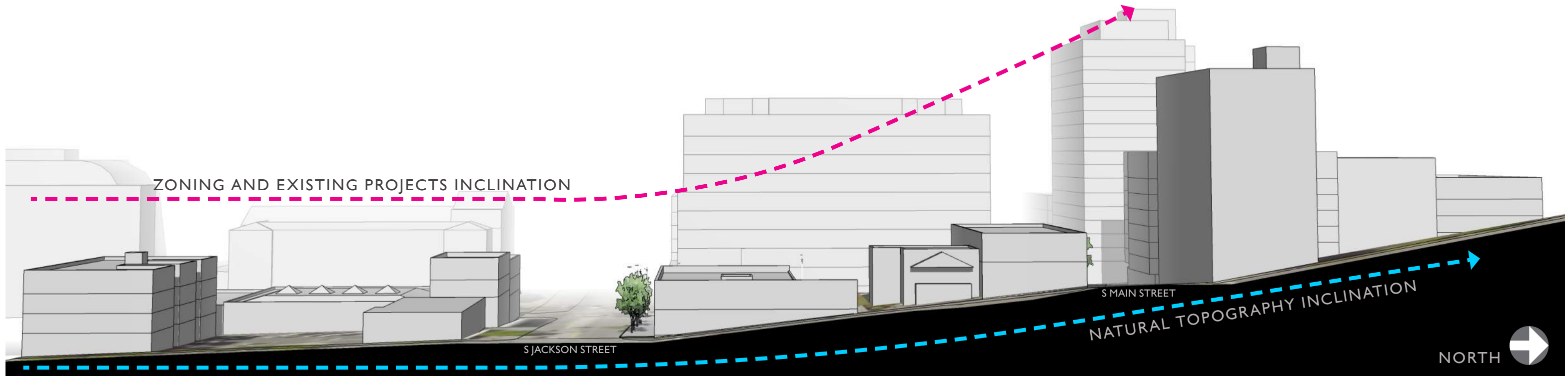
- POPS OF COLOR
- LUSH LANDSCAPES
- FRAMED VIEWS
- VISTAS/ELEVATED PERSPECTIVES
- HISTORICAL DISPLAYS
- ARTWORK
- MODERN INTERPRETATIONS OF TRADITIONAL DESIGN FEATURES
- EVOLVED OVER TIME
- ARCHITECTURAL PALIMPSEST



NEIGHBORHOOD SCALE AND TOPOGRAPHY



Aerial down S Jackson Street showing scale shift of development to the north towards downtown.



Section cut through 6th Ave. showing building massing and topography.

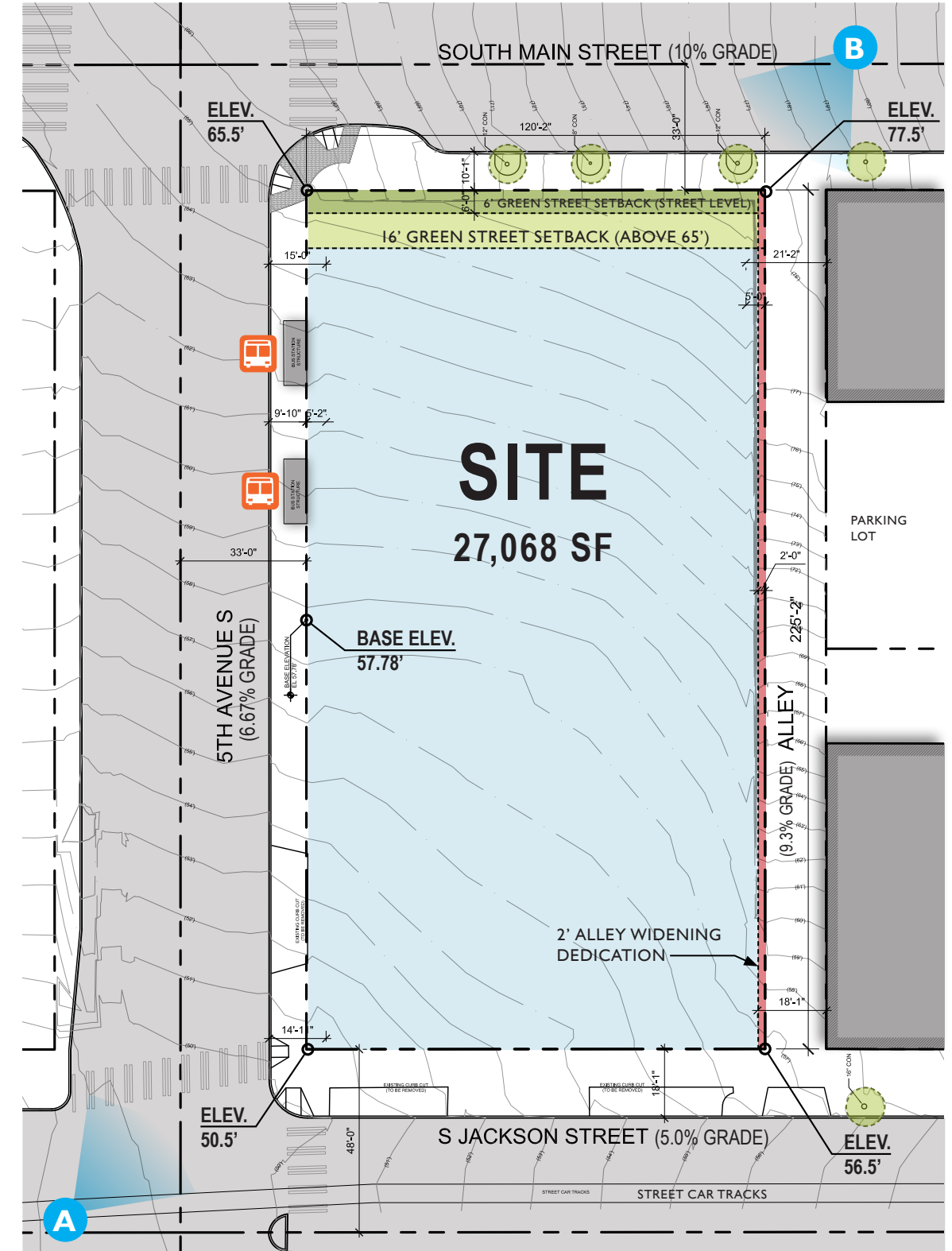
THE SITE



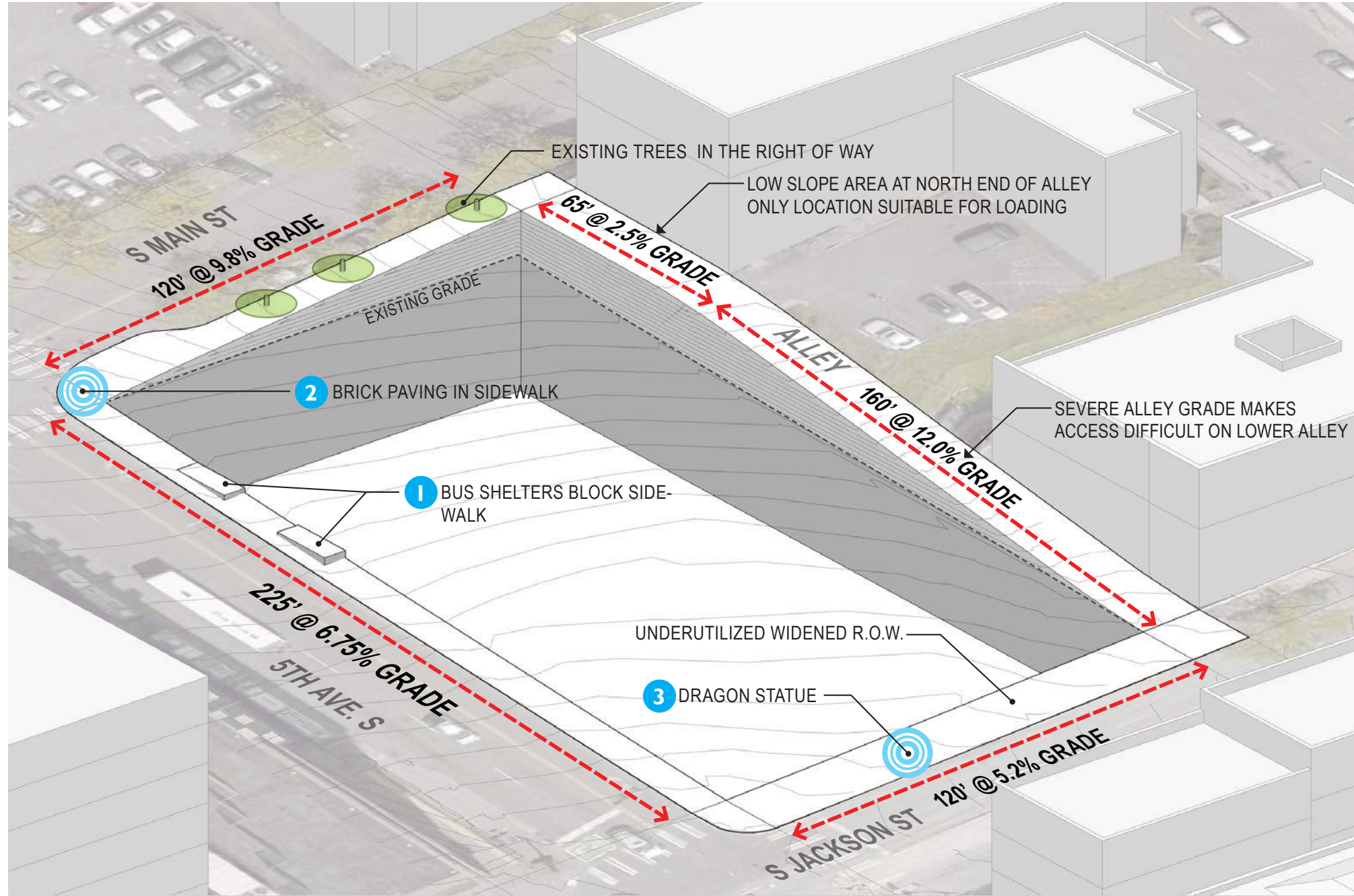
A View of the site from the SW Corner on 5th and Jackson



B View of the NE corner of the site at Main Street.



TOPOGRAPHY AND SITE FEATURES



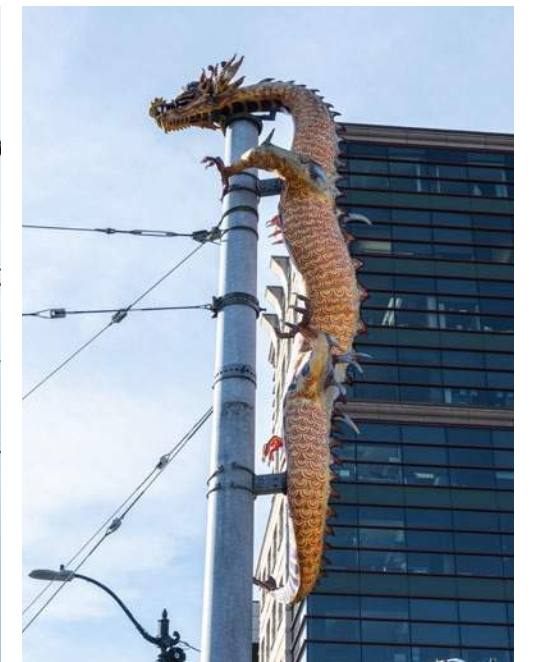
3D Site Topography and Features Diagram



Bus stations and stops along 5th Ave. S sit right on the property line and block the sidewalk



The 5th and Main intersection still features brick laid into the sidewalk and has some challenging warping.



South Jackson features widened sidewalks and one of the neighborhood's Dragon Statues on the strain pole.

ZONING

Parcel Information, Height and Rooftop Features

500 S Jackson St, Seattle, WA 98104

27,068 SF (≈ 120'-0" x 225'-0")

IDR/C 125/150-270

Minimum Lot Size (23.49.242):

The minimum lot size for any structure to exceed 170 feet is 21,000 square feet.

Structure Height (23.49.008.G):

In the IDR/C 125/150-270 district, an additional 10 feet in height is permitted above the otherwise applicable maximum height limit for residential uses for a structure that meets the following conditions:

- At least ten units are provided in the structure to comply with Chapter 23.58C through the performance option pursuant to the calculation under subsection 23.58C.050.A; (Low-income 50% AMI)
- Notwithstanding any contrary requirements of subsections 23.58C.050.C.3.a.2 and 23.58C.050.C.6.a, at least ten of the units provided to comply with Chapter 23.58C through the performance option shall, for a rental unit with net unit area of greater than 400 square feet, (1) at initial occupancy by a household, serve households with incomes no greater than 50 percent of median income, and (2) have rent levels such that monthly rent shall not exceed 30 percent of 50 percent of median income.
- Units contained in the 10 additional feet of height available under subsection 23.49.008.G shall not be included for purposes of the calculation under subsection 23.58C.050.A and gross floor area contained in the 10 additional feet of height available under this subsection 23.49.008.G shall not be included for purposes of the calculation under subsection 23.58C.040.A.

Rooftop Features (23.66.332) :

Stair and elevator penthouse may extend up to 25' for energy efficient elevators and stairs (as defined by director's rule)

Rooftop Coverage:

- 15% for solar collectors, mechanical equipment that is set back 15' from the roof edge, and minor communications equipment.
- Screening may exceed 25% rooftop coverage as long as it stays under 15' over the height limit.
- Additional combined coverage of these rooftop features, including elevator and stair penthouses, up to 25% and subject to approval by the ISRD Board and Director of Neighborhoods may be permitted.
 - To accommodate screening of rooftop features from public view, and also subject to approval by the ISRD Board and Director of Neighborhoods, the amount of area enclosed by rooftop screening may exceed the 25% maximum of coverage as long as in no circumstances the height of the rooftop screening exceed 15 feet above the applicable height limit.

FAR

Residential uses are exempt from FAR in Downtown Zones

Development Standards

Maximum Floor Plate Size (23.49.242.4 Table C):

- 0-45 feet No Limit
- 45-85 feet 75% of lot area (27,068 x .75 = 20,301 SF)
- 85-270 feet 40% of lot area or 9,000 SF, whichever is greater. (27,068 x .40 = 10,827 SF)
- For any structure greater than 170 feet in height excluding rooftop features, gross floor area of any story that is eligible for coverage limit averaging under Table B for 23.49.242 or Table C for 23.49.242 shall not exceed 40 percent of the lot area, unless the average gross floor area of all stories eligible for averaging is no more than 9,000 square feet per story; and in any case no single story above a height of 85 feet shall exceed a gross floor area of 11,500 square feet.

Setbacks (23.49.242.D.2):

- Green Street Setback for South Main: 6 feet setback from lot line at street level. For a structure above 85', all portions above 65' must be set back 16 feet.
- For structures that exceed 85', continuous upper-level setback of 16 feet is required above 65' for any side lot line not a street or alley. (does not apply here)

Facade Modulation (23.49.242.E):

- Only applies to structures above 170' in the North/South direction along 5th Ave. S.
- No modulation is required for portions of a facade set back 15 feet or more from street lot lines.
- If modulation is required, a 15 foot setback (from the street lot line) for a min. of 30 feet.
- 0-65 No limit
- 65-85 155' limit.
- Above 85 feet 100' limit

Tower Width (23.49.236.F):

For any story predominantly in residential use above 85 feet in height in a structure that exceeds 170 feet in height the maximum width along the general north/south axis of a lot (parallel to the Avenues) is 100 feet. (Excluding decks)

Automobile Parking (23.66.342):

No parking is required other than special requirement for restaurants and entertainment uses per 23.66.342

Alley access is preferred

- 1 per 500 SF Restaurant over 2,500 SF
- 1 per 400 SF Entertainment uses over 2,500 SF

Bike Parking (23.54.015.k):

Bicycle parking per

Eating and Drinking Establishments

- Long Term 1 per 5,000 SF
- Short Term 1 per 1,000 SF

ZONING (CONTINUED)

Street Level Requirements

International District Residential, Street Facade Requirements (23.49.250):

The Director may waive or modify the requirements, limits and standards referred to in subsection 23.49.210.A as a Type I decision if, upon consultation with the Director of Neighborhoods, the Director determines that waiving or modifying a requirement, limit or standard will better meet the goals and objectives of Section 23.66.302 and Section 23.66.306.

If there is a conflict between the requirements, limits and standards of Chapter 23.66 and subsection 23.49.210.A, Chapter 23.66 applies.

Street Classifications (MAP B 23.66.326):

S Main Street - Green Street

5th Ave. South - Class I Pedestrian Street

S Jackson Street - Not defined.

Street Level Uses (23.66.326):

- **Street level uses required with continuous street frontage per Map B (23.66.326)**
- **Street level uses within the retail core per Map B shall not exceed 50' in width per use, or 145 feet if on the corner.**
- Non-pedestrian oriented uses shall not exceed 25 feet per use, or 145 if on the corner. Non pedestrian uses include:
 1. Community clubs or centers;
 2. Family association
 3. Non-profits and community services organizations

Transparency and Blank Facade Limits(23.49.210.D & .E):

Facade transparency and blank facade requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that where the average slope along the entire street frontage of a facade exceeds 7.5 percent, the facade transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.

Transparency:

- **Class I pedestrian streets: A minimum of 60 percent of the street-level facade shall be transparent.**
- Designated green streets: A minimum of 30 percent of the street-level facade shall be transparent.
- **If the slope of the street frontage of the facade exceeds 7.5 percent, the required amount of transparency is reduced to 50 percent on Class I pedestrian streets and 25 percent on Class II pedestrian streets and designated green streets.**

Blank Facades:

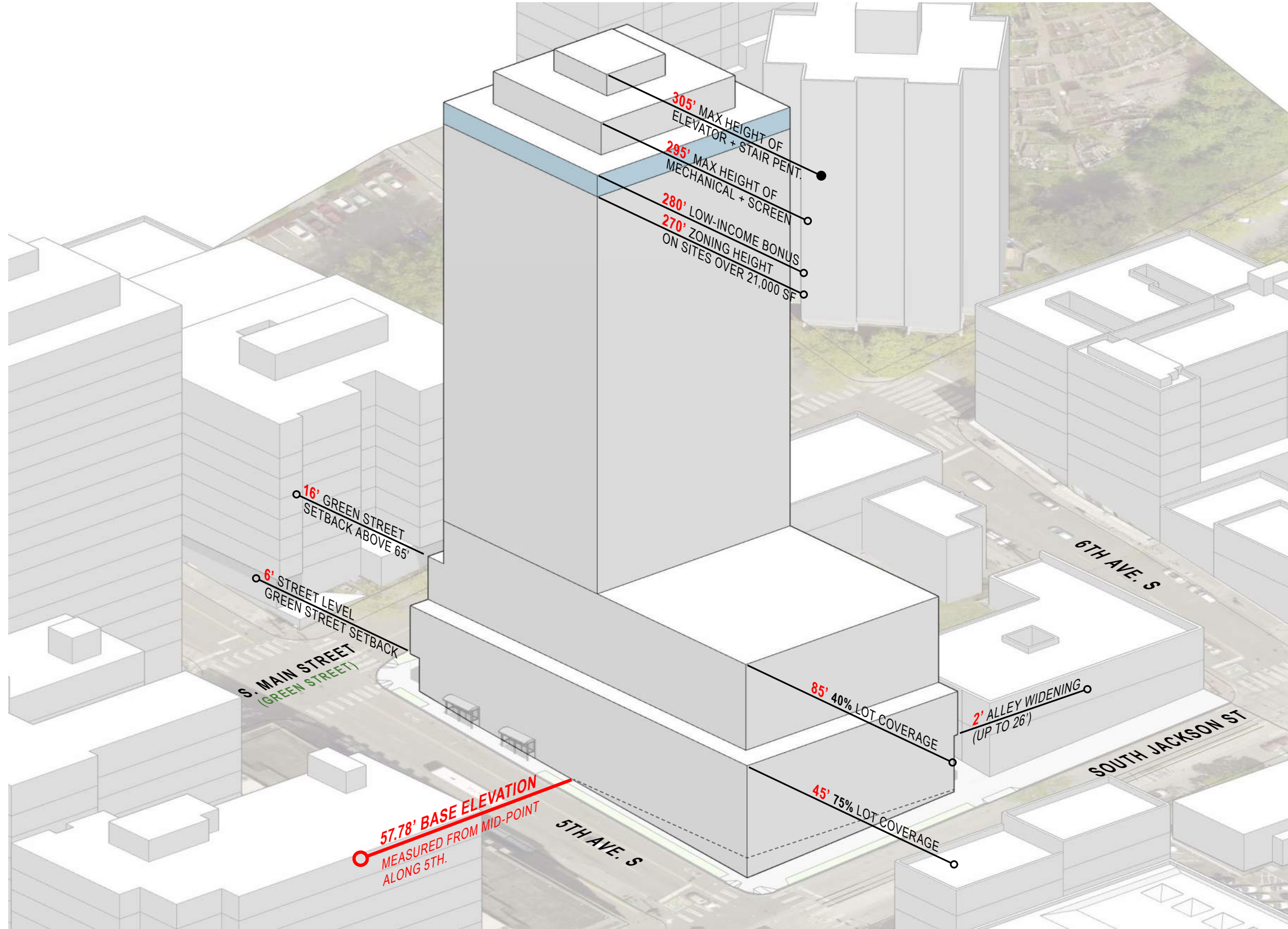
- Class I pedestrian streets: 15 feet width or 30 feet if enhances with arch. detailing, art, landscaping or similar features. Blank segments shall be separated by transparent areas 2 feet wide. 40% blank max on Class I
- Green Streets: 30 feet or 60 feet if director decides it's enhances with arch. detailing, art, landscaping or similar features. Blank segments shall be separated by transparent areas 2 feet wide. 70% blank max on Green Street.

Exterior Building Finishes

Exterior Building Finishes (23.66.336):

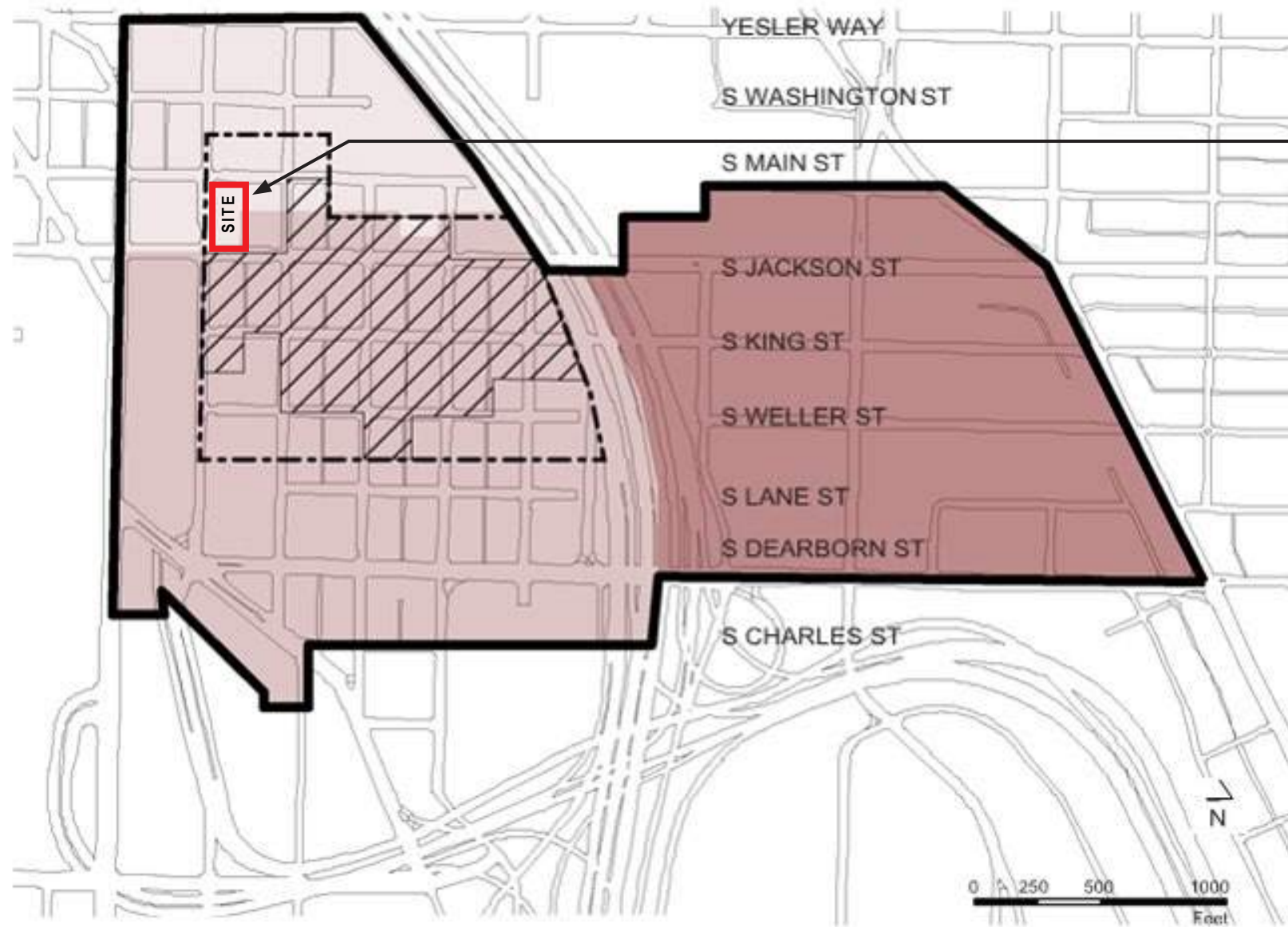
- A. General Requirements. To retain and enhance the visual order of the District, which is created by existing older buildings that provide unique character and form through their subtle detailing and quarter-block and half-block coverage, new development, including exterior remodeling, should respect the architectural and structural integrity of the building in which the work is undertaken, through sympathetic use of colors, material and style. Exterior building facades shall be of a scale compatible with surrounding structures. Window proportions, floor height, cornice line, street elevations and other elements of the building facades shall relate to the scale of the existing buildings in the immediate area.
- B. Asian Design Character District. The boundaries of the Asian Design Character District of the International District are as shown on Map B for 23.66.326. To strengthen and preserve the existing Asian architectural character of the Asian Design Character District, tiled awnings, recessed balconies, heavy timber construction, and materials and colors as specified below are encouraged.
 1. **Materials.** Building facades are limited to earthen materials such as brick, concrete, stucco and wood. Other materials may be used if approved by the Director of Neighborhoods. Brick and concrete may not be painted unless approved by the Director of Neighborhoods. Stucco may be used in conjunction with other contrasting materials such as dark stained wood. Decorative ceramic glazed roof tiles are encouraged, as are tiled awnings and marquees if appropriately integrated into the overall design.
 2. **Colors.** Building facade colors must be reviewed by the Special Review Board and approved by the Director of Neighborhoods. Colors shall be compatible with those of adjacent buildings.
 3. **Surfaces.** Textured concrete, brick and wood surfaces are preferred over non-textured surfaces. Recesses and voids that break up monotonous surface areas and create visual relief are encouraged. The design and location of mechanical equipment visible from the street must be reviewed by the Board and approved by the Director of Neighborhoods.
 4. **Transparency Requirement.** **Street-level uses shall have highly visible linkages with the street. Transparent surfaces shall be provided for at least 50 percent of the exposed street-facing facade measured between sidewalk level and a height of 10 feet or the height of the second floor level, whichever is less. The average height of window sills shall be no greater than 3 feet above the sidewalk.** A decrease in the percentage of required transparency may be permitted by the Board if: a. There is a design constraint, such as permanent wainscoting, and removal or alteration would detract from the structural or architectural integrity of the building; orb. The existing layout of the building or other physical constraints such as the placement of load bearing walls or columns creates a hardship. If transparency requirements are reduced, wall murals, landscaping, colored awnings, display cases, or other means appropriate to the setting shall be provided to create visual interest.
 5. **Awnings** shall be functional, serving as weather protection for pedestrians at street level. **Awnings over sidewalks shall overhang the sidewalk a minimum of five feet.** All awnings shall be of a design compatible with the architecture of the area.

ZONING ENVELOPE



Allowable Zoning Envelope

ZONING & OVERLAY DISTRICTS



The site is located in the International District Residential Zone, the goals and objectives for that zone are listed on the following page.

The site is located **outside** the Seattle Chinatown Historic district, but inside the Asian Design Character District and Retail Core. The added requirements for SMC 23.66.336 are as follows, and will be addressed in future meetings as they are mostly detail and material focused:

Asian Design Character District. The boundaries of the Asian Design Character District of the International District are as shown on Map B for 23.66.326. To strengthen and preserve the existing Asian architectural character of the Asian Design Character District, tiled awnings, recessed balconies, heavy timber construction, and materials and colors as specified below are encouraged.

1. **Materials.** Building facades are limited to earthen materials such as brick, concrete, stucco and wood. Other materials may be used if approved by the Director of Neighborhoods. Brick and concrete may not be painted unless approved by the Director of Neighborhoods. Stucco may be used in conjunction with other contrasting materials such as dark stained wood. Decorative ceramic glazed roof tiles are encouraged, as are tiled awnings and marquees if appropriately integrated into the overall design.

2. **Colors.** Building facade colors must be reviewed by the Special Review Board and approved by the Director of Neighborhoods. Colors shall be compatible with those of adjacent buildings.

3. **Surfaces.** Textured concrete, brick and wood surfaces are preferred over non-textured surfaces. Recesses and voids that break up monotonous surface areas and create visual relief are encouraged. The design and location of mechanical equipment visible from the street must be reviewed by the Board and approved by the Director of Neighborhoods.

4. **Transparency Requirement.** Street-level uses shall have highly visible linkages with the street. Transparent surfaces shall be provided for at least 50 percent of the exposed street-facing facade measured between sidewalk level and a height of 10 feet or the height of the second floor level, whichever is less. The average height of window sills shall be no greater than 3 feet above the sidewalk. A decrease in the percentage of required transparency may be permitted by the Board if:

- a. There is a design constraint, such as permanent wainscoting, and removal or alteration would detract from the structural or architectural integrity of the building; or
- b. The existing layout of the building or other physical constraints such as the placement of load bearing walls or columns creates a hardship. If transparency requirements are reduced, wall murals, landscaping, colored awnings, display cases, or other means appropriate to the setting shall be provided to create visual interest.

5. **Awnings.** Awnings shall be functional, serving as weather protection for pedestrians at street level. Awnings over sidewalks shall overhang the sidewalk a minimum of five feet. All awnings shall be of a design compatible with the architecture of the area.

Legend

International Special Review District Boundary SMC 23.66	International District Residential Zone (IDR) SMC 23.66.306
Asian Design Character District/Retail Core SMC 23.66.336	International District Mixed Zone (IDM) SMC 23.66.304
Seattle Chinatown Historic District (National Register District Boundary)	Downtown Mixed Residential/Commercial Zone (DMR/C) SMC 23.34.108

INTERNATIONAL DISTRICT GOALS AND OBJECTIVES

OVERALL INTERNATIONAL SPECIAL REVIEW DISTRICT GOALS AND OBJECTIVES (23.66.302)

The International District is the urban focal point for the Asian American community. The International Special Review District is established to promote, preserve and perpetuate the cultural, economic, historical, and otherwise beneficial qualities of the area, particularly the features derived from its Asian heritage, by:

- A. Reestablishing the District as a stable residential neighborhood with a mixture of housing types;**
- B. Encouraging the use of street-level spaces for pedestrian-oriented retail specialty shops with colorful and interesting displays;**
- C. Protecting the area and its periphery from the proliferation of parking lots and other automobile-oriented uses;**
- D. Encouraging the rehabilitation of existing structures;
- E. Improve the visual and urban design relationships between existing and future buildings, parking garages, open spaces and public improvements within the International District;**
- F. Exercising a reasonable degree of control over site development and the location of off-street parking and other automobile-oriented uses; and**
- G. Discouraging traffic and parking resulting from athletic stadium events and commuters working outside the District.**

INTERNATIONAL DISTRICT RESIDENTIAL (IDR) ZONE GOALS AND OBJECTIVES (23.66.306)

The International District residential area shall be predominantly a residential neighborhood with primarily residential uses. Other compatible uses shall be permitted to the extent that they reinforce and do not detract from the primary use of the area. The IDR designation and the regulations of the International Special Review District shall recognize and promote the area's unique social and urban design character. Special objectives include:

- A. The establishment of the International District area north of South Jackson Street as one of downtown's predominant residential neighborhoods;**
- B. The development of flexible land use controls, regulations and guidelines to address present conditions and those which may develop in the future;
- C. The design, siting, and construction of structures that minimize view blockage from Kobe Terrace Park and from existing structures that are used primarily for residential purposes;**
- D. The design, siting and construction of structures in a manner that allows reasonable solar exposure and air circulation to adjacent properties;**
- E. The design, siting and construction of structures that are aesthetically compatible with the area's steep topography and/or nearby public open spaces.**



Reference imagery of projects that create pedestrian oriented streetfronts.



Siting projects to reduce view blockage from Kobe Terrace and compatible with the topograph

INTERNATIONAL DISTRICT DESIGN GUIDELINES (2019 DRAFT)

DESIGN GUIDELINES

There are many guidelines in the 2019 ISRD Design Guidelines Draft; the ones more critical to our site are listed below:

- Promote Safety through CPTED (Crime Prevention Through Environmental Design)
- Consider the scale, open space, datum lines and street edge relationships of neighboring projects and context.
- Building and primary entries shall be oriented towards the street, with vehicular access off alleys
- When designing the massing of the building, consider the massing of surrounding buildings and characteristics of the site and nearby open spaces.
- Include architectural elements such as balconies, awning, canopies, decorative lighting and patterning of materials to add depth and texture.
- Incorporate human scales elements, especially at the lower levels, to engage pedestrians and create a vibrant streetfront.
- Design new buildings to reflect contemporary architectural practices. Avoid materials and designs that create a false sense of history.
- Consider the visibility of the building from multiple key perspectives in the district.
- Ensure the area west of I-5 thrives economically and environmentally for local residents and business and develop further as a destination for community members and visitors alike.

Tall Building Specific:

- Integrate and transition to differing heights and existing visual datums of surrounding context
- Locate tall forms to:
 - Reduce adverse shadows on parks, plazas and open space
 - Consider relationship to adjacent structures
 - Ensure light and open space to the public.
- Consider the relationship of tower massing to neighboring buildings in proportion, scale and texture
- A podium base to clearly demarcate the transition from the pedestrian and street level scale.
- Consider all sides of the tower since it will be visible from all around
- Integrate rooftop elements and uses into the overall design (mechanical screens, amenity spaces, lighting)
- Clearly identify pedestrian entrances
- Design the upper portions of the taller buildings to contribute visual interest and variety to the skyline.

Draft dated 4/29/2019

International Special Review District Design Guidelines

ADD STATEMENT ABOUT WHERE TO GO FOR ADDITIONAL IN-LANGUAGE

Consultant note: This document is a work in progress. The following guidelines are in process, and are based on several planning documents for the Chinatown International District, as well as a series of recent works by the Chinatown International District (ISRD) Work Group (which began in 2017). Any comments received will be reviewed by the consultant team for incorporation into the final draft.



Example of a new building in Japantown with a strong street edge.



Floor groupings provide buildings with multi-story intermediate scale elements.



Roof garden provides integrated rooftop design as a transition to the skyline.



Terraces and landscaping provide functional facade modulation and a compelling design viewed from below.



Space provided for sidewalk vendors.



Retail bays designed for small or anchor businesses.

3. Building Design

- Where appropriate, design the exterior of the building to reflect interior use.
- Identify opportunities for the building and site to include outdoor and semi-outdoor spaces that activate the pedestrian experience and public realm, including alleyways.
- Where appropriate, consider operational, glazed openings that can be completely opened to the street, increased height in lobbies, and/or special lighting for storefront displays.
- Design new buildings and additions to reflect contemporary architectural practices. Avoid materials and designs that create a false sense of history.
- Consider visibility of the building from multiple key perspectives in the District.

See SMC 23.66.332 – Height and Rooftop Features and SMC 23.66.336 – Exterior building finishes for additional information.

D. Tall Buildings

The following guidance applies to new construction buildings that are 85' in height or taller:

- Integrate and transition to differing heights and existing visual datum of the surrounding building context.
- Locate tall form geometries to:
 - Reduce adverse shadow or reflected light impacts on parks, plazas, and open spaces;
 - Consider facade placement in relationship to adjacent structures;
 - Ensure light and open space to the public realm.
- Consider the relationship of the tower massing to the neighboring buildings in proportion, scale, and texture. Strategies may include, but are not limited to:
 - Incorporate multi-story, intermediate scale elements (i.e. floor groupings, gaskets, offsets, projections, terraces, etc.)
 - Facade plane changes, depth, shadow, texture

B. Storefront

- The size and scale of storefronts should be scaled to the building and business.
- Desirable storefronts are transparent, well-lit, and pedestrian friendly.
- A broad range of exterior colors can be found in the District. When selecting colors, it is important to coordinate proposed colors of the entire building facade and consider compatibility with the colors on other buildings in the District.
- To enhance the visual interest within the District, if a desired color has been used nearby, consider a different shade, adjust the

2. Public Life

Through Principles E, for further information, see the International District Design Guidelines.

COMMUNITY ENGAGEMENT & TIMELINE

Eco-Ready, LLC (David J. Della) will collaborate with Da Li Fujimatsu LLC to conduct extensive community outreach and engagement about the Fujimatsu Village Project in the Chinatown-ID and Japantown. The goal is to introduce the project proposal and receive feedback and input on the project and report at the briefing(s) before the International Special Review District (ISRD).

The Community Outreach and Engagement work will target the following stakeholders:

- Reconnect with stakeholders met with in previous outreach efforts on the project – Nine (9) community groups that included 31 organizational leaders and 19 community members.
- Meet with additional, individual community stakeholders not part of previous outreach efforts – both internal and external stakeholders.

The approach:

- Group virtual briefings with community organizations and leaders – with project description information materials,
- Community briefings – Open House(s) to share what we heard and report status of project under design review.
- Share information, messages, and stories with community, media, and the Fujimatsu LLC website about the project and progress of design review.
- Printed Outreach: Flyers distributed across 50+ CID businesses to announce open house.

Timeline:

- Phase I - First round of community outreach/engagement to culminate in first Community Open House (June 2nd at Wing Luke Museum). April-June 2022.
- Phase II – Continue ongoing community outreach/engagement as project goes through ISRD design review, briefing community groups, leaders and the public.

WHAT WE HAVE DONE AND HEARD SO FAR:

We have completed Phase I of the timeline as described on this page.

Virtual Community Briefings:

- We have held 4 virtual meetings with members of the community to present and garner feedback. This includes small business owners and members of SCIDpda, InterimCDA, Vibrant Cities, Densho, JAACL, CISC, KOBO.
- CIDBIA* (pending for confirmation to be schedule on June 2, 2022)

In-Person Outreach:

- On June 2nd all stakeholders, community members, and the public were invited to a public open house at Wing Luke Museum where the design and ownership teams were on hand with content from this book to present the design options, plans and content being presented today.

What we heard:

- Unanimous support of our preferred direction in regards to the tower location, general ground floor program layout, and massing direction.
- Many support the decision to build high-density housing in the neighborhood to support a healthy mix of residents that will support local business's, and appreciate that there will be some component of affordable housing in the project.
- Removal of the parking is appreciated, but want to ensure there is somewhere for retail patrons to park.
- Provide spaces the community can use, whether interior or exterior.

OTHER SOURCES OF COMMUNITY FEEDBACK

JACKSON STREET CONNECTIONS

Although now over five years old, the issues outlined in the Jackson Street Connections report have only been exacerbated by COVID, and the community feedback and concepts remain relevant. 5th and Jackson was determined as the second most unsafe destination through the walk reports, so revitalization and safety must be critical elements in our design.

WALK AUDITS

- DESIRED DESTINATION
希望的目的地 ĐÍCH MONG MUỐN
- FEELS UNSAFE
感到不安全 NGUY HIỂM
- FAVORITE PLACE
最喜欢的地方 YÊU THÍCH



我喜欢
TÔI THÍCH ĐIỀU NÀY
I LIKE IT

我不喜欢
TÔI KHÔNG THÍCH ĐIỀU NÀY
I DISLIKE IT

COMMUNITY PROCESS



STREET CONCEPT

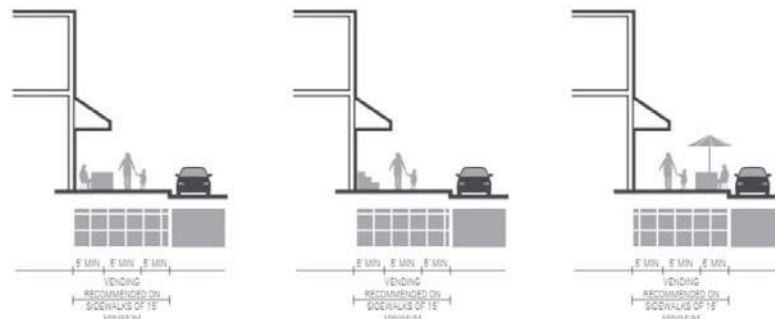
SIDEWALK RETAIL DISPLAY

Retail display gives Chinatown-International District distinction as a neighborhood, activates the street and supports the local businesses. The City should encourage retail display on sidewalks, minimizing bureaucratic hurdles and fees, and providing assistance where possible.



One way of supporting street display would be to have low cost, pre-approved display furnishings. The University of Washington Department of Landscape Architecture has focused on Little Saigon and Chinatown-International District in a number of design studios. One studio included design of vending furniture, and one of these designs has been built for the florist on King Street.

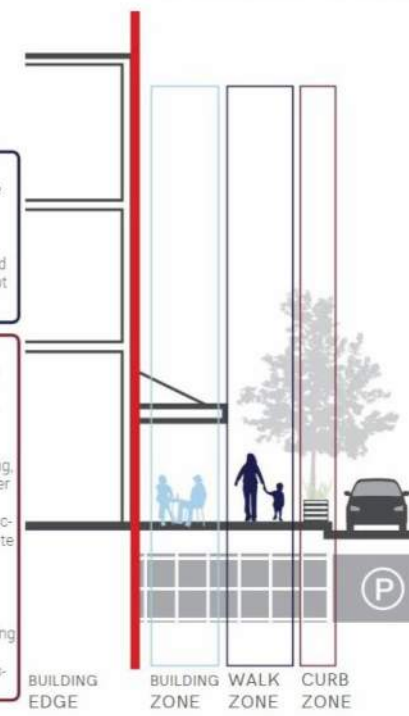
Storefront improvements could be encouraged by a simpler process for low-cost loans or grants. The current program has requirements, due to the funding source, that are problematic for small businesses.



SIDEWALK ZONES

Consistent sidewalk zones throughout the corridor create a seamless pedestrian experience that is legible and allows for distinct public realm uses that vary to meet needs of adjacent building and street uses.

- | | |
|--|---|
| BUILDING ZONE <ul style="list-style-type: none"> Encourage retail display Encourage outdoor seating Encourage ornamental landscape Make process easier for business owners to provide encouraged amenities | WALK ZONE <ul style="list-style-type: none"> Provide sufficient walking space for pedestrians, clear from obstructions At accessible curb ramps, use metal truncated domes specified in Pioneer Square Street Concept Plans |
| BUILDING EDGE <ul style="list-style-type: none"> Encourage retail display and unique signage, make process easier in historic review district Human scale is critical in new development Design for multiple entries to smaller retail Consider operable windows or openings with full openings (such as glazed garage-style doors) Encourage canopies that individualize businesses | CURB ZONE <ul style="list-style-type: none"> Address unsafe curb conditions with attractive physical barriers Ensure all ramps are accessible Make best use of the curb zone with uses appropriate to the specific location, such as vending, seating, landscape or stormwater infrastructure Add Green Stormwater Infrastructure where possible, and advocate for GSI with new development Encourage outdoor seating and outdoor display/vending where appropriate Make outdoor display and vending attractive and easier to permit Ensure clear sight lines at pedestrian crossings |



OTHER SOURCES OF COMMUNITY FEEDBACK

JACKSON STREET HUB PROJECT

While not focused directly on our site, the Jackson Hub project provides valuable insight and planning for creating a safe, active space for the transportation hub across the street. Utilizing these concepts will help bridge 5th and further the goals for the area.

COMMUNITY ENGAGEMENT FINDINGS

PUBLIC EVENT 1

The first public outreach event was an opportunity to gauge accuracy of project direction for goals and priorities. The goals were derived from earlier community and city-led efforts to address issues in the area.

VISUAL SORTING DECKS

In order to maximize input, multiple methodologies were used. These included narrative forms - both oral and written input. Additionally, non-narrative forms including mapping and visual preference sorting were used.

Estimated number of engagements were counted to be between 175-200 participants at the event.

VISUAL PREFERENCE DECK ACTIVITY

PHOTOS: Visual sorting decks were used to identify likes and dislikes. This methodology allows for participants to engage in voicing their preferences without the barrier of design and planning terminology.

PEOPLE PICKED THESE IMAGES SHOWING WHAT THEY WANT TO SEE MORE OF IN JACKSON HUB

IMAGE SIZE INDICATES QUANTITY OF TIMES IMAGE WAS SELECTED AS A PREFERENCE BY PARTICIPANTS

COMMUNITY ENGAGEMENT FINDINGS

PUBLIC EVENT 1

The following five were identified as priorities. All methodologies used: online, narrative in person, and non-narrative forms reinforced the same priorities for the Jackson Hub Project.

VISUAL SORTING DECKS

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VISUAL PREFERENCE DECK ACTIVITY

PHOTOS: Visual sorting decks were used to identify likes and dislikes. This methodology allows for participants to engage in voicing their preferences without the barrier of design and planning terminology.

TOP PRIORITIES 優先事項

TOP PRIORITY

SAFETY (VEHICULAR) 安全 (車輛)

TOP PRIORITY

SAFE & COMFORTABLE 安全與舒適

CLEAR WAYFINDING 清楚指路

PEDESTRIAN LIGHTING 行人照明

LANDSCAPE / VEGETATION 景觀植栽

WEATHER PROTECTION 天氣防護

BICYCLE PARKING 自行車停放

COMMUNITY ENGAGEMENT FINDINGS

PUBLIC EVENT 1

The following five were identified as priorities. All methodologies used: online, narrative in person, and non-narrative forms reinforced the same priorities for the Jackson Hub Project.

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VISUAL PREFERENCE DECK ACTIVITY

PHOTOS: Visual sorting decks were used to identify likes and dislikes. This methodology allows for participants to engage in voicing their preferences without the barrier of design and planning terminology.

3.2 COMMUNITY ENGAGEMENT FINDINGS

PRIORITIZING GOALS & VALUES

The five values for the Jackson Hub project were prioritized by the public, shown here as ranked in importance.

WHAT ELSE COULD BE HAPPENING?

Recognizing that successful pedestrian spaces are most often surrounded by buildings and businesses that support the types of activity happening on the street and in public spaces, community members were asked to pick out the top four uses that they believe would positively influence the vision for Jackson Hub. These are useful for future phases that will work to implement activation and programming into Jackson Hub.

COMMUNITY ENGAGEMENT FINDINGS

BIGGEST FRUSTRATIONS

Community members were asked to list their top three frustrations with Jackson Hub based on their experience as a pedestrian. The challenges identified were tightly linked to issues around safety.

WHAT ELEMENTS ARE MISSING?

Community members were asked to identify the five small-scale creature comforts that they think would be most critical for improving Jackson Hub. This online feedback was verified with participants at in-person public engagement events.

STATION ENTRY ON S. JACKSON STREET

WEATHER PROTECTION

- Repaint & Update Lights
Future Phase: Visionary Glass Panels
- Enhanced bus shelter design

GROUND LEVEL

- Grouped bicycle parking
- Pedestrian lid
- Eliminate all extra structures (pergolas, columns, planters, etc)

PLANTING

- Add planters & benches
- Add moveable planters & seating

The near-term recommendations for the International District/Chinatown Light Rail Station entry includes removing excess structures, including utility structures and planter boxes, that block views to the station head roof. A small expansion of the plaza to partially cover some of the open to below space that divides the pedestrian walkway through the plaza will help alleviate a critical pedestrian pinch point.

Enhanced bus shelter shown for representation purposes. Future bus station alternations to be vetted with King County Metro.



MASSING STUDIES

STUDY I – SOUTHERN TOWER LOCATION

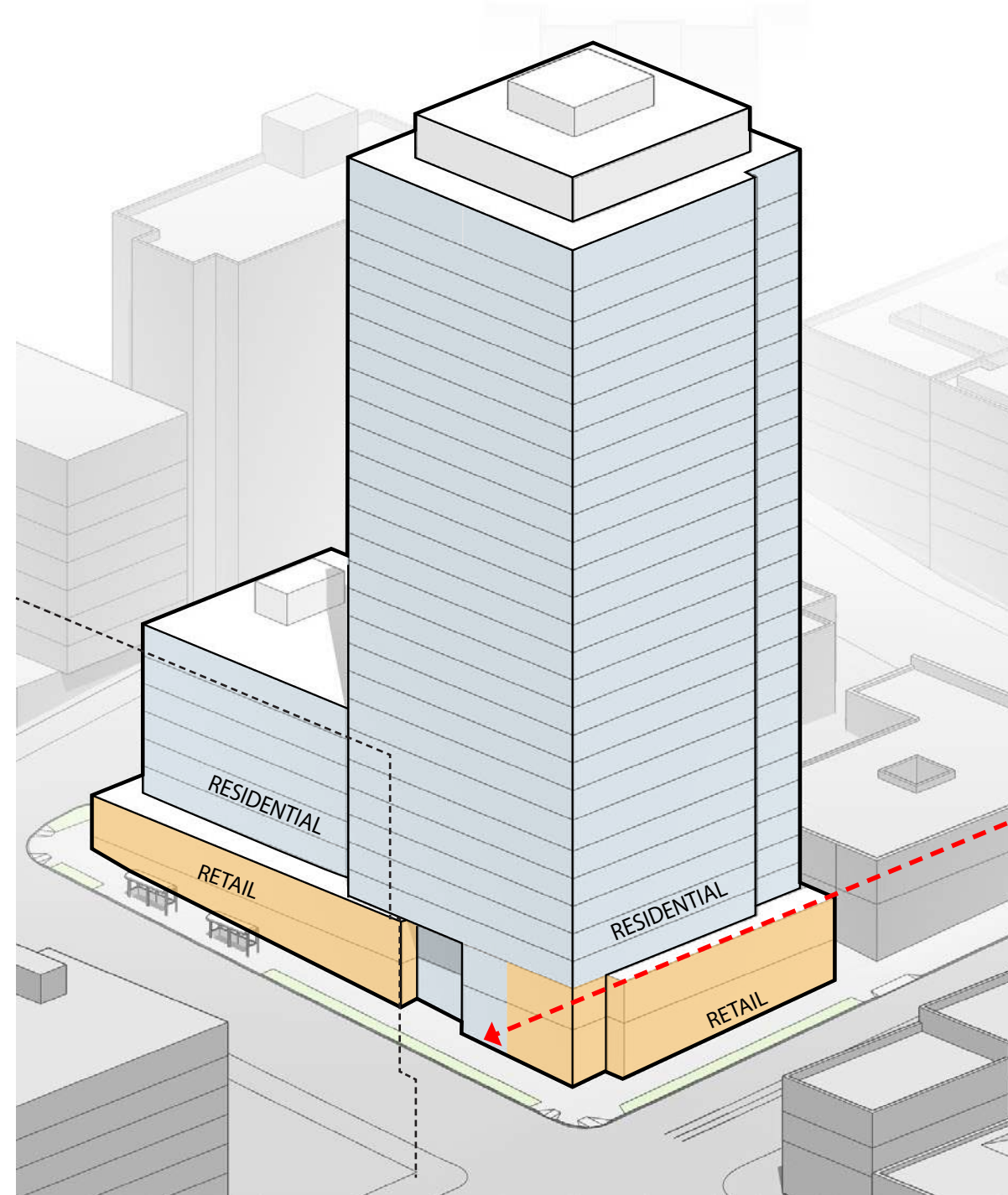
DESIGN CONCEPT

Our first study, following the zoning envelope, steps the project at each of the defined coverage limits and green street setbacks, locating the tower to the south away from existing residential structures and creating an 85' podium on the north. The first two stories create a retail podium that relates to the scale of the neighboring structures and steps with the hillside up 5th and around S Main Street.

- Hard transition from one, two and three story structures on South Jackson into a 29 story structure.
- Utilizes the full buildable envelope without any departures.
- Tower location reduces shadow impact on S. Main but creates a larger swath of view blockage.

QUICK STATS

- 280' Tower with 29 levels
- 85' Podium with 5 levels
- ≈ 210 Total Parking Stalls
- ≈ 22,000 SF of retail space along the first two levels.



Study I Massing / Program Diagram (5th and Jackson Office Building hidden for clarity)

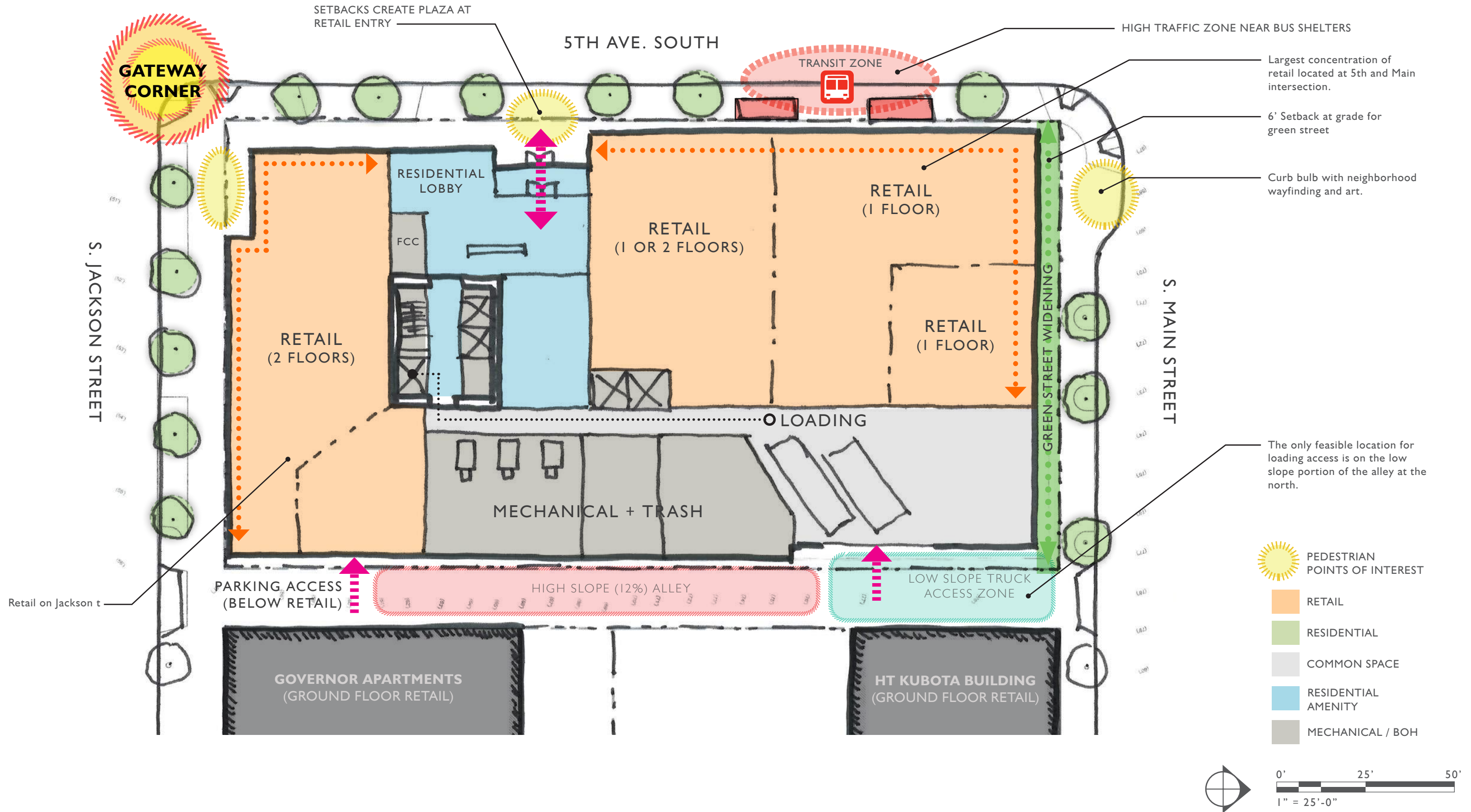


Project from 5th (looking north) near the King Street intersection



Project from the corner of 5th and Jackson

STUDY I – SOUTHERN TOWER LOCATION



STUDY I – SOUTHERN TOWER LOCATION

VIEWS FROM AROUND THE NEIGHBORHOOD



View from Hing Hay Park looking northwest towards the project



View looking west on Main Street near Maynard Ave.



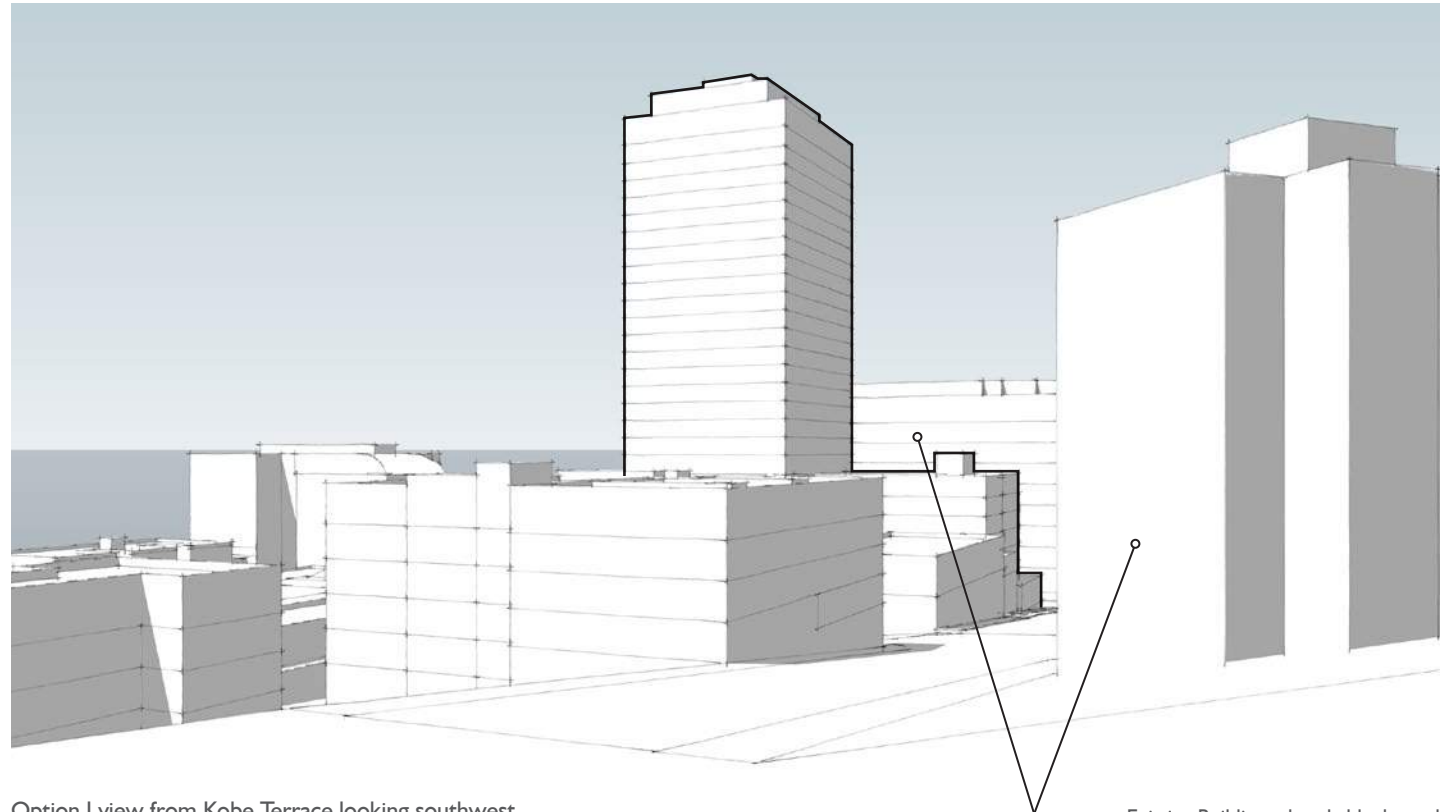
View of the project from South Jackson looking east in front of Union Station



View of the project from South Jackson looking west near 6th. Ave

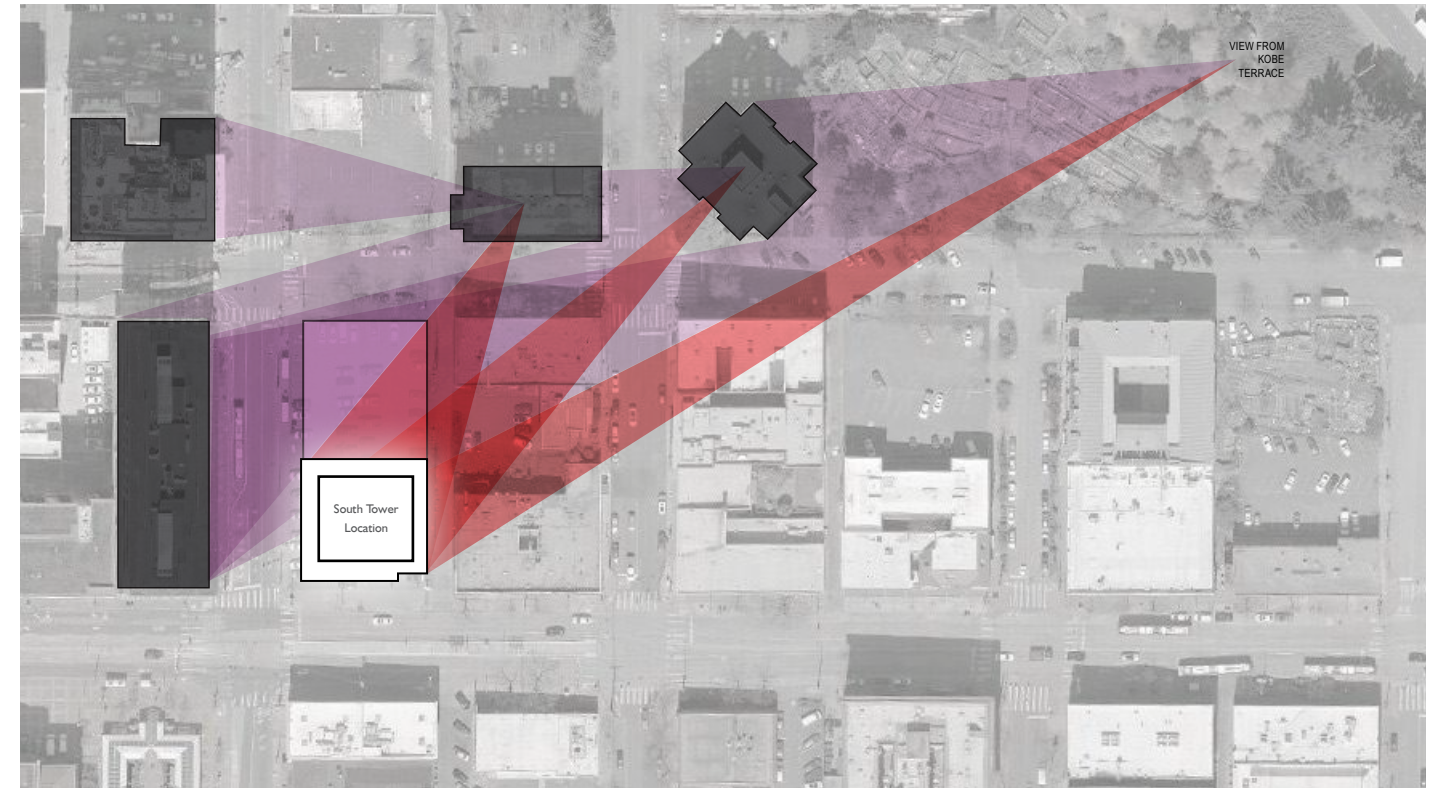
TOWER LOCATION VIEW ANALYSIS

VIEW IMPACT ANALYSIS OPTION I



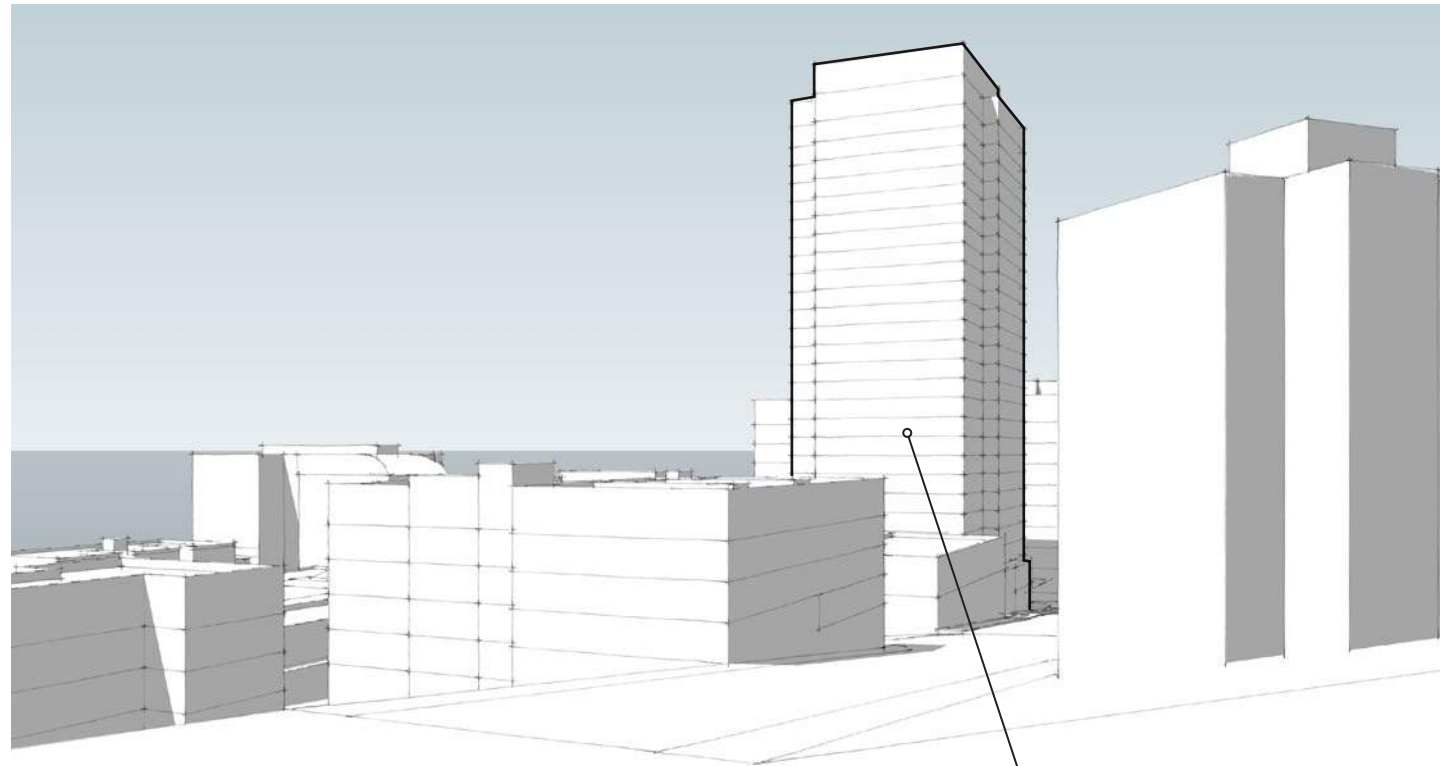
Option I view from Kobe Terrace looking southwest

Existing Buildings already block much of the water view from Kobe Terrace.



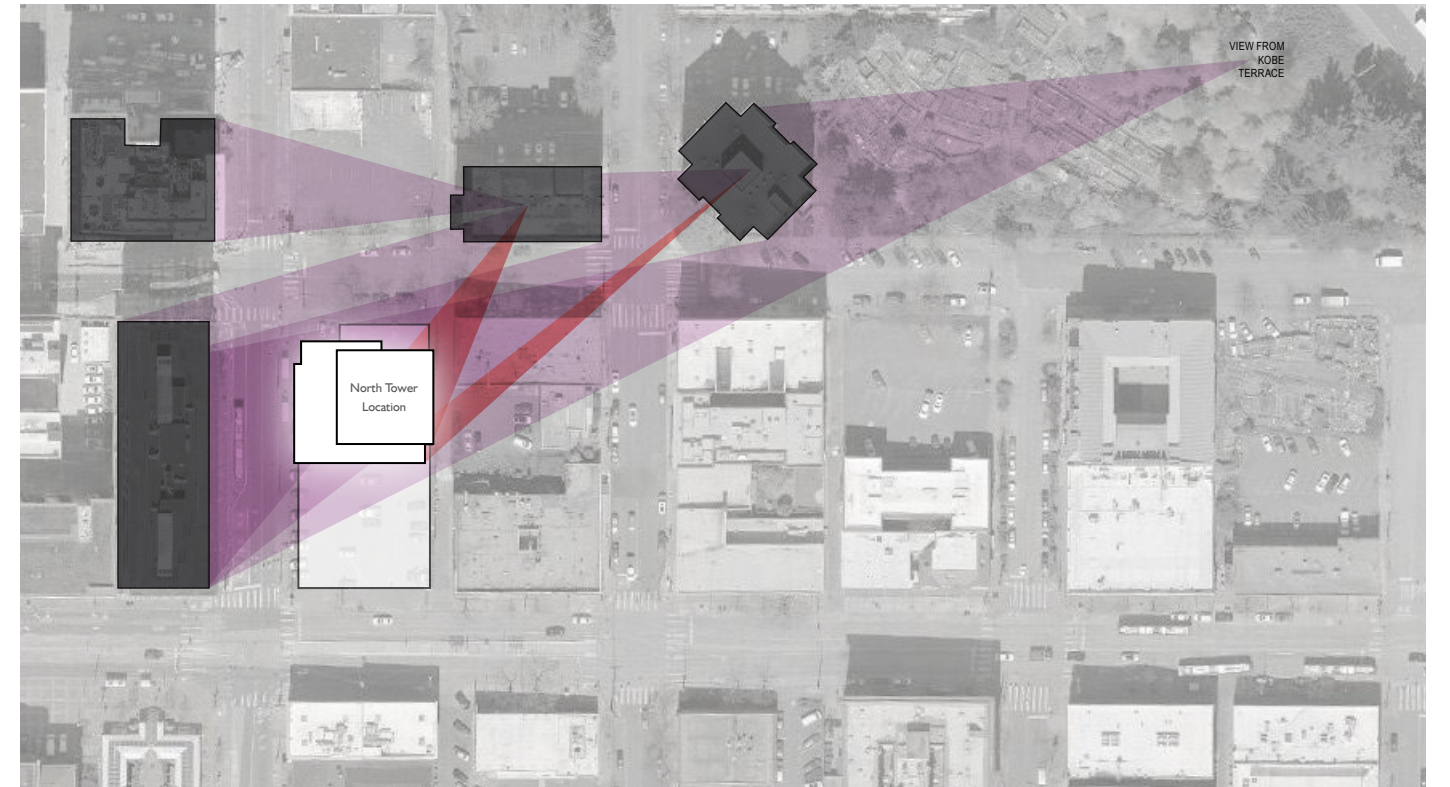
Nearby projects with views
 Existing view blockage
 Added view blockage

VIEW IMPACT ANALYSIS OPTION IIA & IIB



Option II view from Kobe Terrace looking Southwest

A northern tower location overlaps with existing building massing reducing new impacts.



View impact analysis showing existing view blockage and new view impacts from tower.

STUDY 2A – NORTHERN TOWER LOCATION

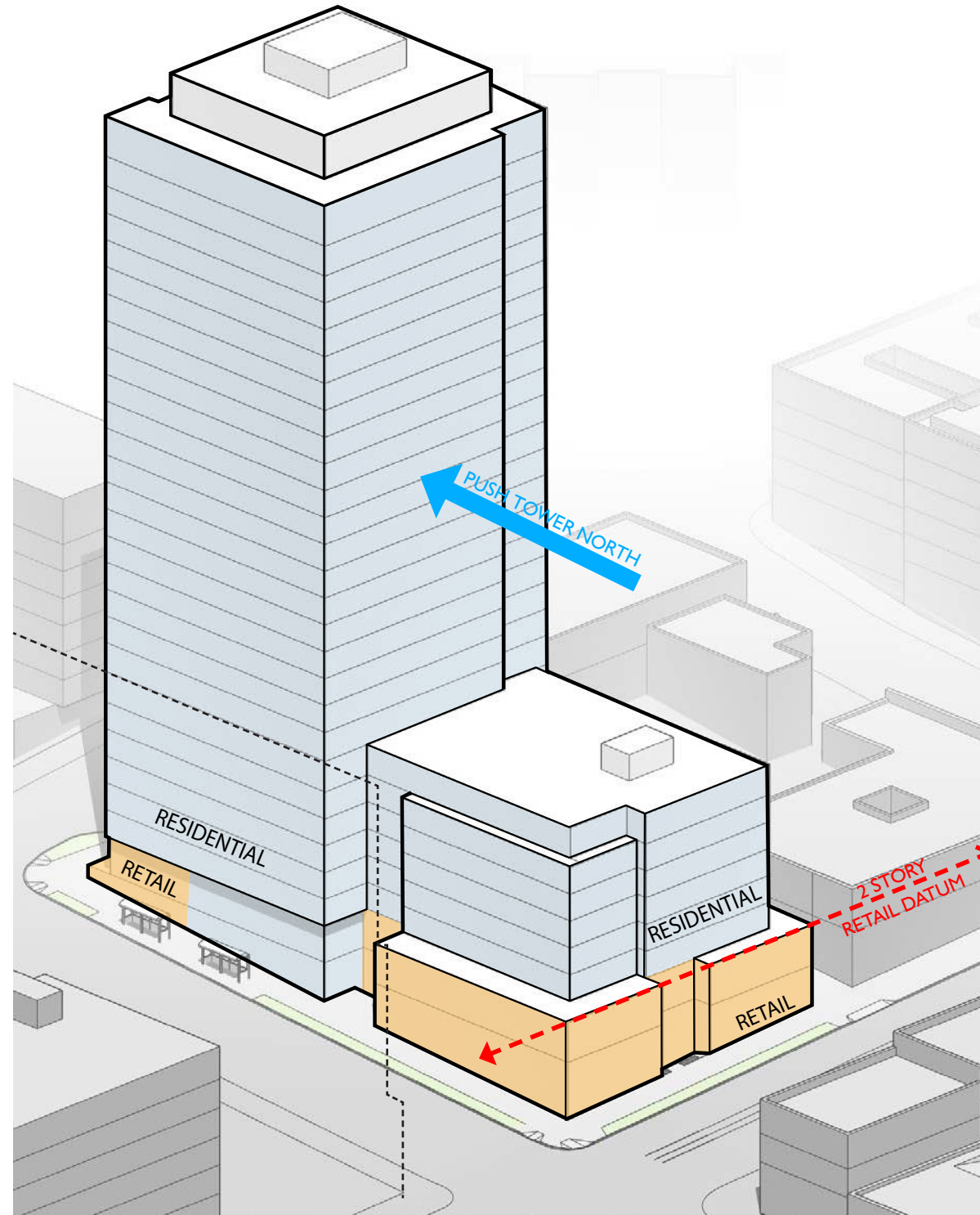
DESIGN CONCEPT

Our second massing study flipped the tower and podium in the north / south direction to better co-locate the program elements with the neighborhood and step the massing from north to south with the topography and existing building forms. The tower is setback 16' from Main in recognition of the green street and the podium steps back from all building frontages to better express the two story retail podium on the south.

- Program elements better relate to the surrounding uses.
- Tower location on the north locates the massing with the other taller structures in the area, creating a better transition to downtown and reducing view blockage from the residential towers and Kobe Terrace to the north.
- Residential podium matches scale of office project across 5th, but not the smaller structures in the area.

QUICK STATS

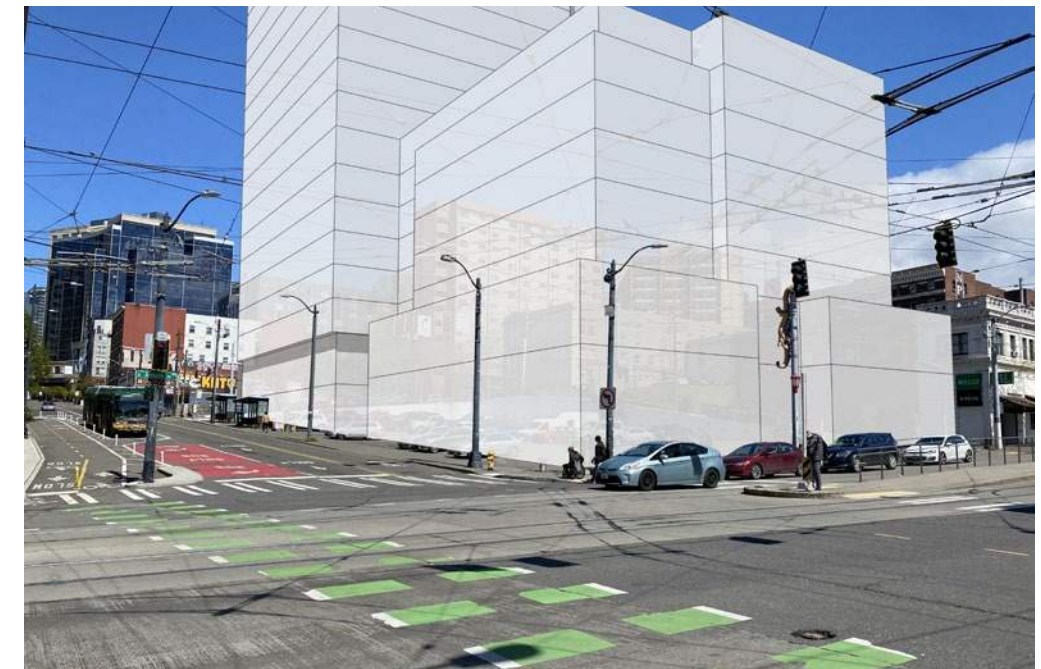
- 280' Tower with 29 levels
- 85' Podium with 8 levels
- ≈ 22,000 SF of retail space along the first two levels.
- ≈ 210 Total Parking Stalls



Option 2A Massing / Program Diagram (5th and Jackson Office Building hidden for clarity)

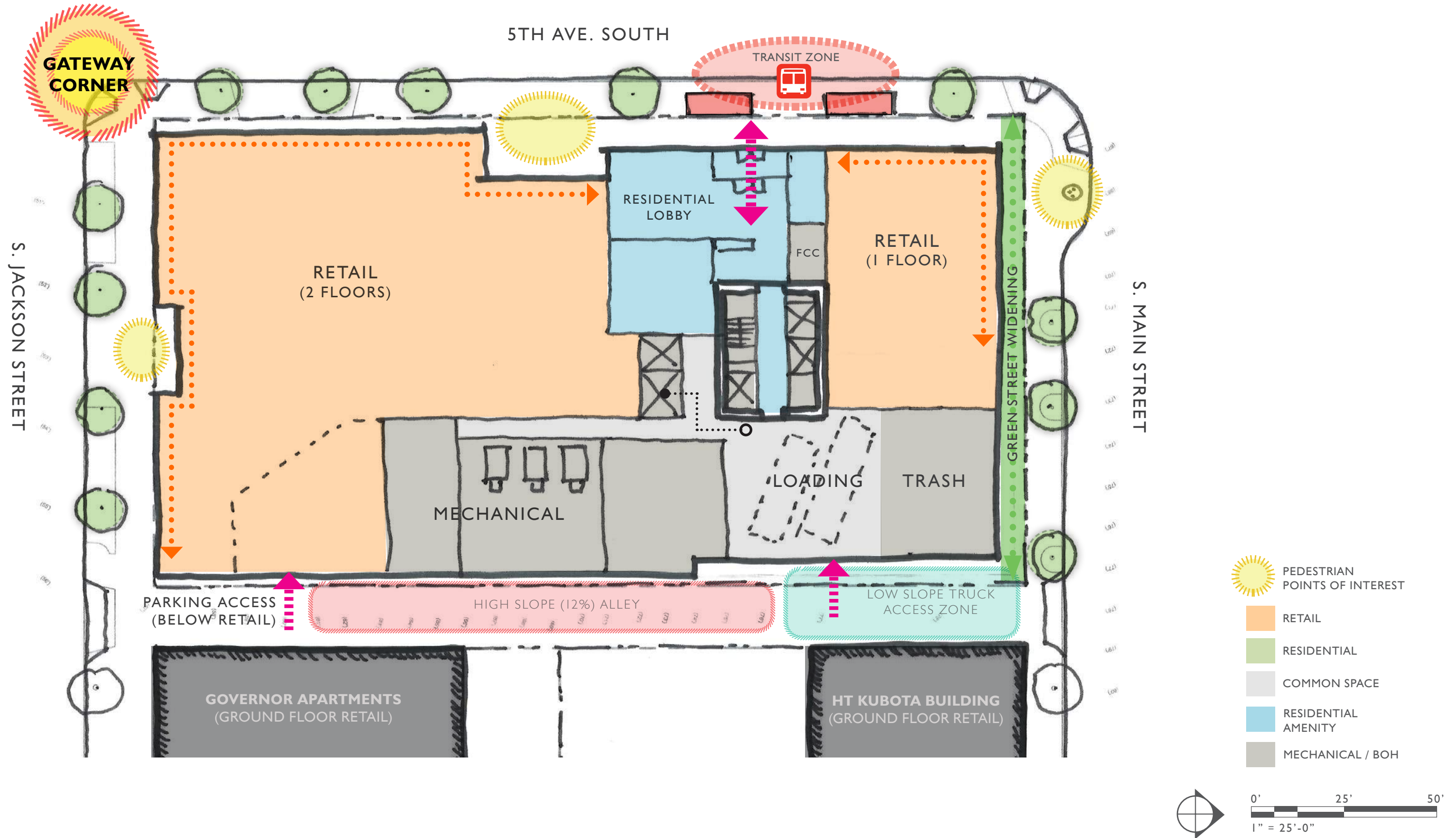


Project from 5th (looking north) near the King Street intersection



Project from the corner of 5th and Jackson

STUDY 2A – NORTHERN TOWER LOCATION

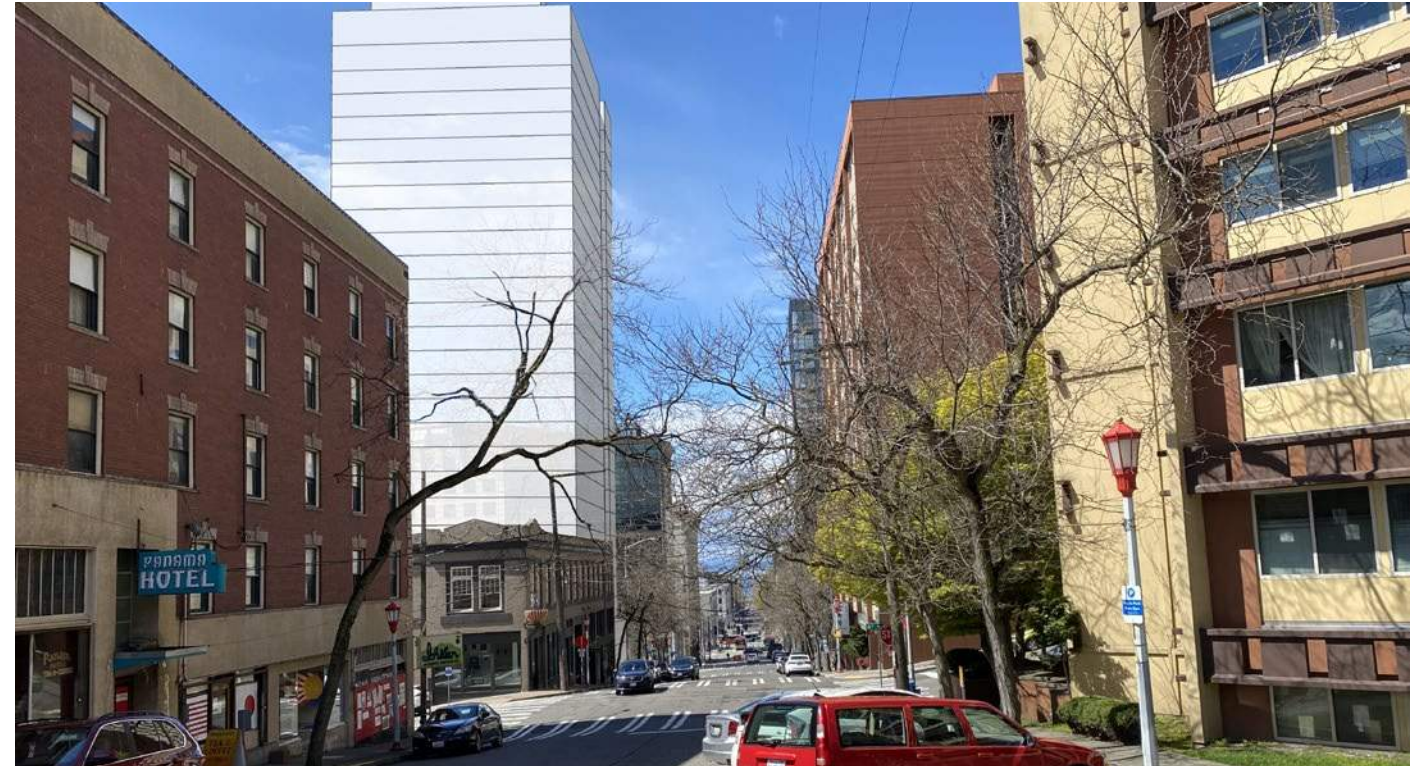


STUDY 2A – NORTHERN TOWER LOCATION

VIEWS FROM AROUND THE NEIGHBORHOOD



View from Hing Hay Park looking northwest towards the project



View looking west on Main Street near Maynard Ave.



View of the project from South Jackson looking east in front of Union Station



View of the project from South Jackson looking west near 6th Ave

STUDY 2B (PREFERRED) – REDUCED PODIUM

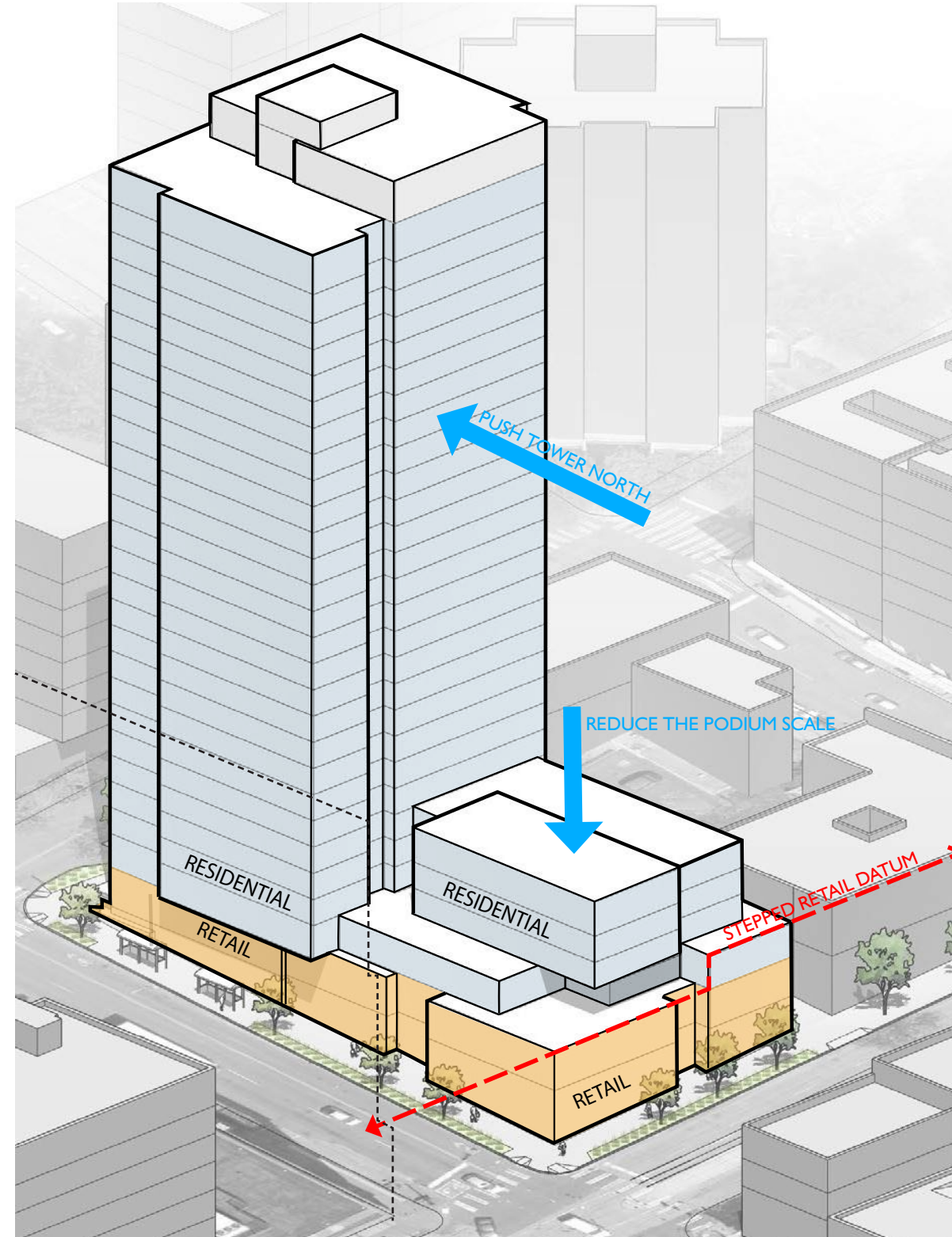
DESIGN CONCEPT

A variation of our second study took the benefits found from locating the tower to the north and reduced the scale of the podium creating better transitions in the scale and context to the existing neighborhood, especially to the southeast. A shorter, six story podium terraces is built up from smaller elements almost as if built over time, creating relationships with varying datums and scales across the neighborhood to the south. Terraces and roofdecks provide space for the residents to inhabit the rooftops near grade and better activate the street room. The entire frontage along 5th is setback to widen the streetscape experience and provide room for retail, pedestrians and landscaping to co-exist.

- Lower podium with stepped massing and varying scales directly relate to the smaller buildings and facades along S Jackson Street.
- Residential terraces near grade where it can better activate the ground level to further aid in safety of the area.
- Tower location on the north locates the massing with the other taller structures in the area, creating a better transition to downtown and reducing view blockage from the residential towers and Kobe Terrace to the north.
- Significant amount of developable area still on the table.

QUICK STATS

- 280' Tower with 29 levels
- 70' Podium with 6 levels
- ≈ 210 Total Parking Stalls
- ≈ 22,000 SF of retail space along the first two levels.



Option 2B Massing / Program Diagram (5th and Jackson Office Building hidden for clarity)

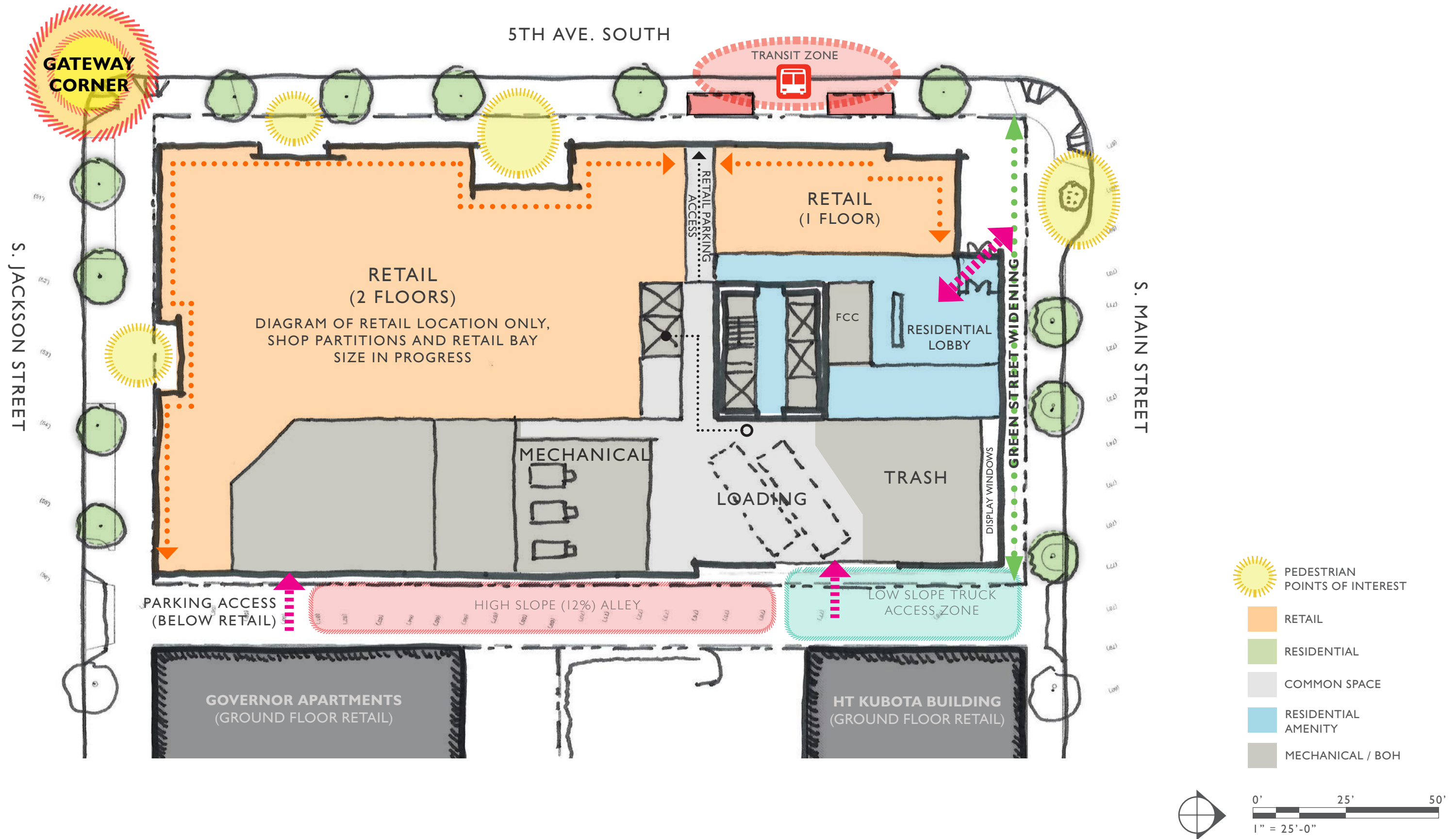


Project from 5th (looking north) near the King Street intersection



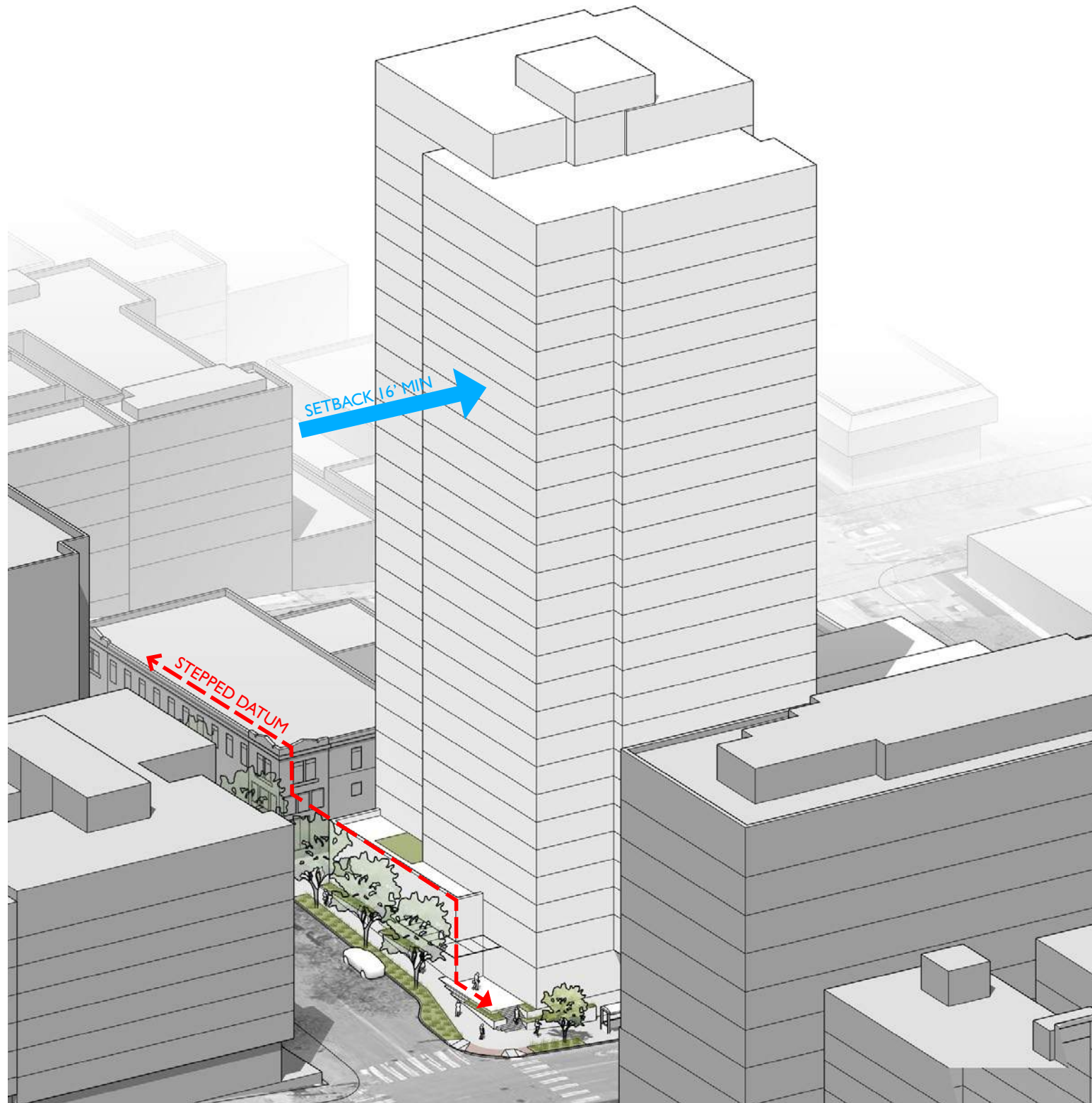
Project from the corner of 5th and Jackson

STUDY 2B (PREFERRED) – REDUCED PODIUM



STUDY 2B (PREFERRED) – REDUCED PODIUM

MAIN STREET VIEWS AND DIAGRAM



Aerial view of the preferred massing and the northern facade.



View at the corner of Main and 5th Ave. S, looking east.



View on main looking southwest with the corner of the HT Kubota building in the foreground.

STUDY 2B (PREFERRED) – REDUCED PODIUM

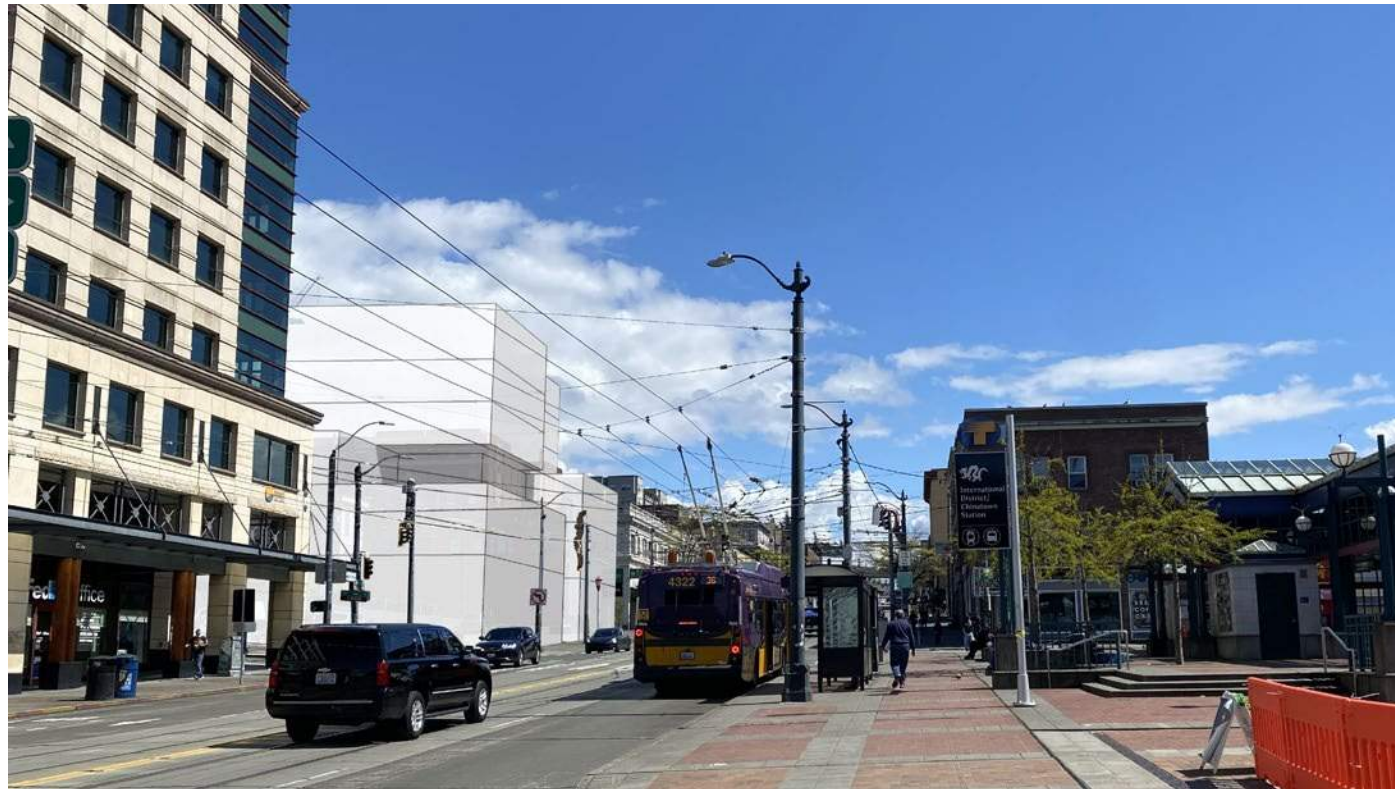
VIEWS FROM AROUND THE NEIGHBORHOOD



View from Hing Hay Park looking northwest towards the project



View looking west on Main Street near Maynard Ave.



View of the project from South Jackson looking east in front of Union Station



View of the project from South Jackson looking west near 6th. Ave

STUDY 2A (PREFERRED) – REDUCED PODIUM

VIEWS FROM AROUND THE NEIGHBORHOOD



View from 12th Ave. overpass looking northwest towards the project.

STREET LEVEL CONCEPTS

PEDESTRIAN EXPERIENCE ON S JACKSON

South Jackson is the main corridor through the International District, and a major retail corridor for the area. Widened sidewalks already provide an enhanced pedestrian zone and will feature a full two stories of retail that front the entire street. This will be the most active facade in the project, with signage, lighting and transparent retail facades defining the pedestrian zone. Above, a terrace will disconnect the residential portions above from the pedestrian realm, and match the scale of the existing historic structures in the area. The retail program is still in progress but a flexible infrastructure will allow a variety of retail types from small bays to internal market halls and mixed retail.



Street level activation will be key, and a mix of lighting, signage, and canopies will aid in creating an active and safe zone at the corner of 5th and S. Jackson.



Wider sidewalks and property line facades will create a retail zone.



One potential retail configuration could be an internal market hall approach with lots of small bays for local retailers and restaurants.



Conceptual streetscape section along S Jackson

STREET LEVEL CONCEPTS

PEDESTRIAN EXPERIENCE ON 5TH AVE.

5th is a transition zone from the more active retail zone on S Jackson to the quieter residential green street on Main. 5th also has a significant amount of grade, which will naturally break the frontage into 3 or 4 zones. In response, the facades will transition from the more active retail frontages like on S Jackson into a quieter, residential focused zone with landscaping, steps and setbacks to accommodate the topography. Retail will still make up a large portion of the uses on 5th Ave. but will feature more variety in the scale and relationship to the street to accommodate grade, bus stops, and the large mix of program elements along that facade.



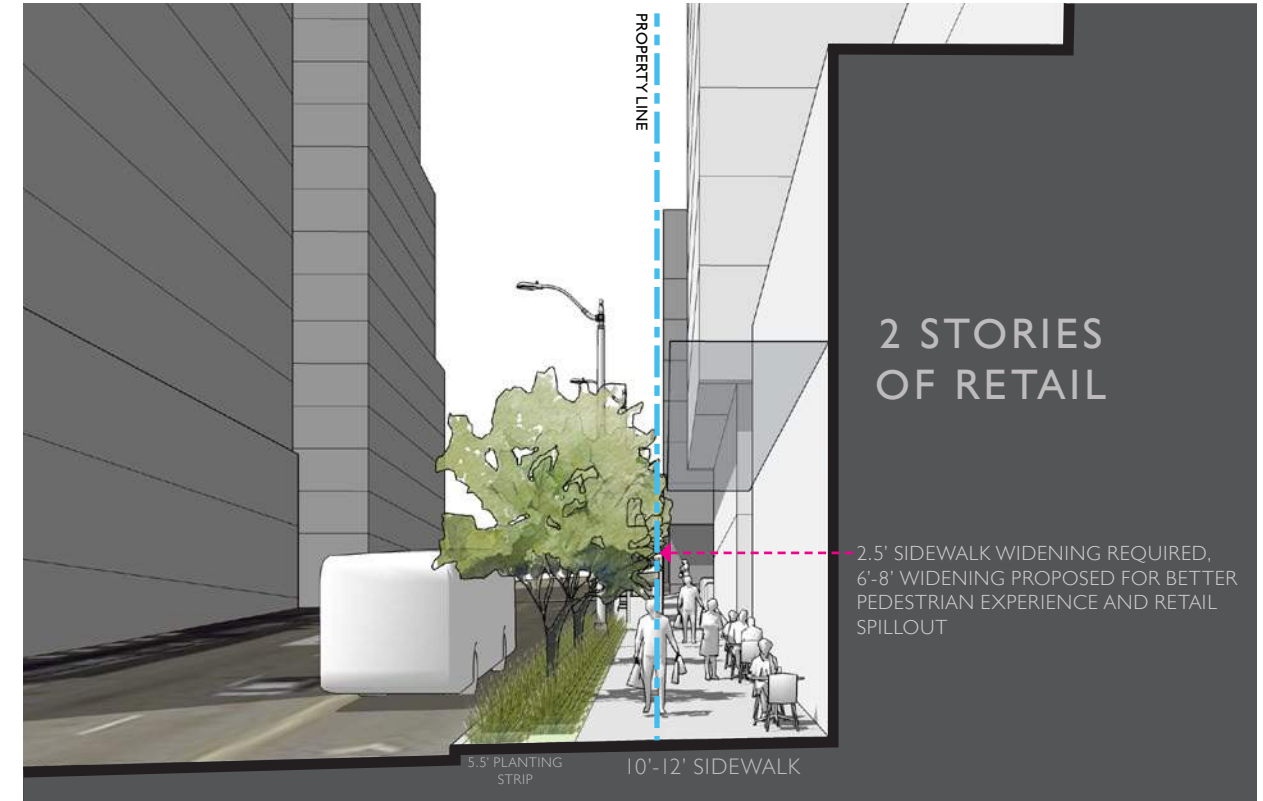
The bus stops are a major element on the frontage and different strategies to accommodate are being studied.



Lighting, vegetation, and the transition in scale will all be accommodated along 5th



Setbacks and modulation create points of interest and areas for exterior retail activation.



Conceptual streetscape section along 5th near S Jackson



Conceptual streetscape section along 5th near S Main

STREET LEVEL CONCEPTS

PEDESTRIAN EXPERIENCE ON MAIN STREET

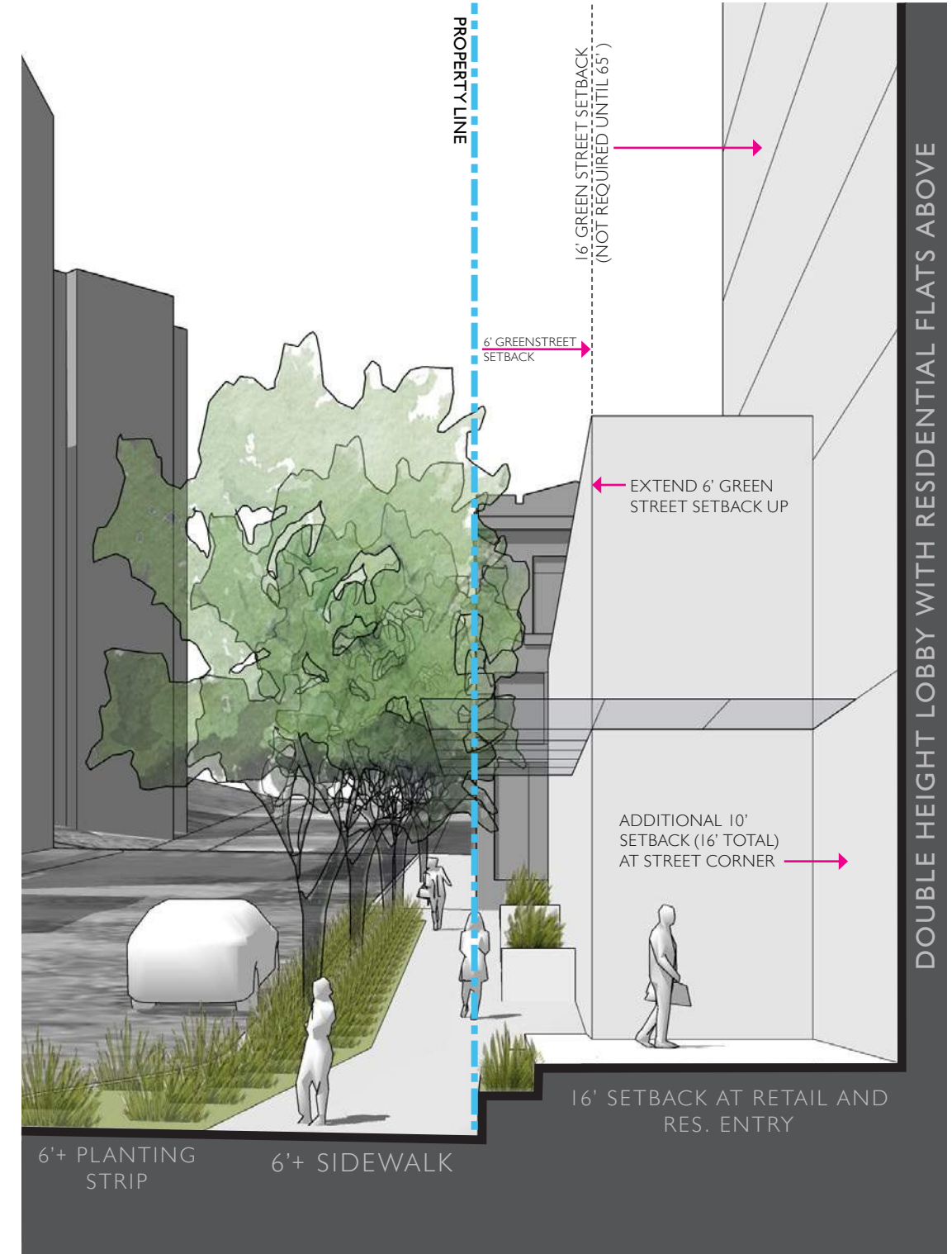
The green street is the focus on Main. Intended to be pedestrian focused corridors our frontage here will be a mix of retail and residential uses, maintaining activity but in a quieter and more relaxed atmosphere, with less traffic and direct access to the greenspaces to the east. A uniform setback will create a more generous pedestrian realm to stroll under the tree canopies, and other than a double height ground level, the rest of the massing will set back an additional 10' and extend all the way to grade at the corner, creating more opportunities for the retail at the corner and residential lobby to merge with the sidewalks and create blended zones of activity and street level interaction.



Tree lined facades, canopies and soft lighting create a quiet, safe and inviting environment for residents and the public alike.



Setbacks in the massing at the entry create small courtyards that can be enjoyed by pedestrians and create opportunities for additional landscaping, art, retail spillout and activity.



Conceptual streetscape section on Main Street

CONTEXTUAL RELATIONSHIPS

THE RESIDENTIAL TOWER

While the design of the tower will rely largely on the final positioning, the vision is to setback from the podium and create a transition in massing from the rest of the project, except at the entry where breaking the podium helps to signify the major point of entry. A mixture of glass and more solid materials will help break the massing into several elements and simultaneously break down the scale and bulk into smaller elements that better scale with the neighborhood.



1400 Madison on the edge of Capitol Hill explored a variety and scales and textures to blend into the existing context and scale of the neighborhood, while also providing the density required to enable a large low-income component.



The Post seamlessly blended contemporary design into the historic waterfront and Pioneer Square neighborhood.



Kiara and the Post were inspired by the industrial heritage and context of their surrounds and created transitions in scale and composition to form vibrant retail environments that spill onto the street.

QUESTIONS FOR MOVING FORWARD

QUESTIONS FOR THE BOARD

- Does the board agree with the overall response to the contextual massing, topography, and zoning standards that define the site?
- Does the board agree with the siting and location of the tower and its relationship to its surrounding?
- Does the board support the access strategy and location of major programming elements?
- Does the board support the ground level relationships and setbacks employed as the basis for design studies moving forward?

WHAT WE PROPOSE NEXT

Following our discussions today we will begin to develop design parti's, conceptual design schemes and refine the program. We hope to garner important feedback from the community as well between these two meetings, and would incorporate that into our next briefing. A potential outline for what we would present next follows:

- Massing development per the Board's feedback from the initial meeting
- Design concepts and street level studies
- Tower design concepts
- Floorplans, sections, and a site plan that shows more detailed layouts.
- We will start hinting at material treatments but they will still be at a conceptual level further refined in the 3rd and 4th briefings.



THANK YOU

DA LI FUJIMATSU LLC

WEBER THOMPSON

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APPENDIX

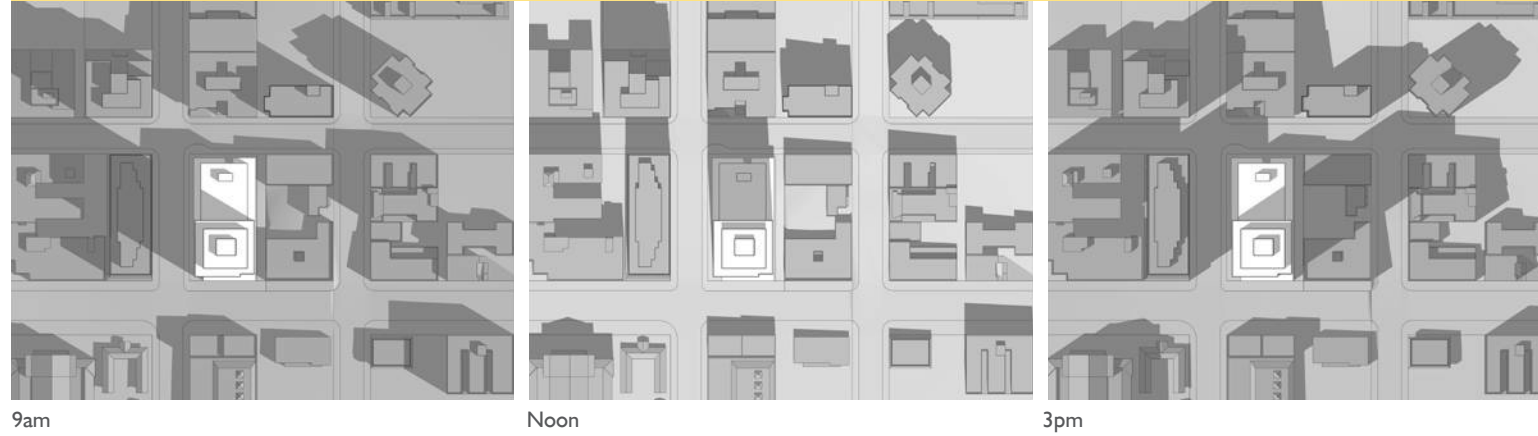
SHADOW ANALYSIS AND COMPARISONS

OPTION 1 – SOUTH TOWER LOCATION

SUMMER SOLSTICE (JUNE 21ST)



SPRING / AUTUMN EQUINOX (MARCH/SEP. 20TH)



WINTER SOLSTICE (DECEMBER 21ST)



OPTION 2A & 2B – NORTH TOWER LOCATION

SUMMER SOLSTICE (JUNE 21ST)



SPRING / AUTUMN EQUINOX (MARCH/SEP. 20TH)



WINTER SOLSTICE (DECEMBER 21ST)

